



1913
SETTLERS'
GUIDE

INFORMATION CONCERNING

MANITOBA
SASKATCHEWAN
AND ALBERTA

FOR PASSENGER FARES
APPLY TO ANY
CANADIAN PACIFIC
RAILWAY AGENT

M. G. MURPHY.
District Passenger Agent.
Toronto.

WM. STITT,
General Passenger Agent.
Montreal.

(2682213)

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PASSENGERS

SHOULD GET ALL RATES
VERIFIED BY THE
NEAREST

Canadian Pacific Railway Agent

BEFORE STARTING, AS THEY
ARE IN ALL CASES SUBJECT
TO REGULATIONS IN EFFECT
AT TIME OF PURCHASE.

INTENDING SETTLERS

SHOULD READ

"Western Provinces of Canada"

IT CONTAINS VALUABLE
INFORMATION REGARDING

MANITOBA
SASKATCHEWAN and
ALBERTA

66.4.19/1

Railway and

Free Grant Lands

The Canadian Pacific Railway still holds large tracts of agricultural land in Western Canada, which is disposed of on highly attractive terms to actual settlers. The administration of this land is in the hands of the Canadian Pacific Department of Natural Resources, with headquarters at Calgary, Alberta, from whom full particulars may be obtained.

Non-irrigable land in Manitoba, Saskatchewan and Alberta sells from \$11.00 to \$30.00 per acre while irrigable land in Southern Alberta is sold from \$35.00 to \$55.00 per acre and slightly higher for some parcels particularly well situated. In addition to extremely easy terms of payment, many policies are in effect which were designed to give the actual settler still greater help.

In approved cases, the Company loans settlers up to two thousand dollars at six per cent interest for erection of buildings and improvement of lands. This fall the Company has, through the Animal Husbandry Branch, distributed a large number of high grade dairy and feeder beef cattle, making mutually satisfactory terms of payment with the farmer. By means of competitions, with very attractive cash prizes, the Company is raising the agricultural standards of the Canadian West and at the same time is giving progressive farmers opportunity to substantially add to their incomes.

MANITOBA

is already fairly well settled in the southern districts, but homesteads can still be secured in some of the outlying parts of this highly favored province. The natural resources of the country are as great as those of any other part of the North American Continent. The soil is generally a rich loam of great depth, particularly well adapted for the growth of wheat. The province is well supplied by nature with wood, hay and water. Railways, schools, churches and thriving towns are now scattered all over the country. The population is made up of Canadians, Americans, and people from every country in Europe, so that the intending settler, no matter what his nationality, can settle among his own countrymen.

SASKATCHEWAN

Saskatchewan, the central province of the Northwest, has an area of 250,650 square miles.

It is Canada's greatest wheat province and contains 155,092,480 acres of land suitable for cattle raising, dairying, mixed farming and wheat growing, with many tempting inducements for manufacturing. The southern portion of the province is generally an open plain with Regina the capital and Moose Jaw the chief divisional point of Saskatchewan as the centre, and is adapted to grain growing on an extensive scale. The southwestern portion beyond Moose Jaw was until recently devoted chiefly to ranching, but during the last few years it has become settled up rapidly by homesteaders of different nationalities and promises soon to become a vast wheat field. Swift Current, the next divisional point, 110 miles west of Moose Jaw, has become a large grain and business centre, and every station along the line of railway gives evidence of the occupation of the land by farmers.

The valley of the Saskatchewan in the central portion of the province extends from Alberta on the west to Manitoba on the east and is remark-

ably fertile and attractive and contains extensive areas of first class wheat lands. Throughout the district are thriving towns and prosperous settlements. The branch line running from Moose Jaw north westerly and the Company's shortline to Edmonton via the Pheasant Hills and Wetaskiwin branches, pass through the choicest portion of this favored territory.

ALBERTA is situated immediately east of the Rocky Mountains, north of the State of Montana, and west of the Province of Saskatchewan, covering an area of 253,000 square miles. It is characterized by a mild climate in winter and cool breezes in summer. Its location gives it the benefit in winter of the Chinook winds, which follow an easterly direction from the currents in the Pacific Ocean, whence they receive their warmth. In Southern Alberta the snow in winter rarely lies longer than four or five days at a time, when it is melted by this wind, thus making the winters mild and filling the creeks and ponds with water for the stock on the ranches.

The wild grasses are most nutritious, as has been demonstrated by the thousands of cattle sold from the different ranches, all in first-class condition for the market. From an almost purely ranching district Southern Alberta has, within a comparatively few years, developed into one of the most important grain growing and mixed farming sections of Western Canada. Winter wheat of the very finest quality is now one of the chief products of the soil and under the name of "Alberta Red" has earned a world wide reputation. The equable temperature in summer, with the grasses and pure cool mountain streams mentioned, made Alberta one of the best countries to be found for **CHEESE AND BUTTER-MAKING**, as well as all other branches of diversified agriculture.

There is a local lumber supply at Edmonton and other points, but the finer grades are obtained from British Columbia.

The province is traversed by the Canadian Pacific Railway and its branches from Calgary to Edmonton and to Macleod, the Wetaskiwin, Lacombe and other branches, and by the Crowsnest's Pass Branch, from near Medicine Hat, which runs through the great mining districts of Southern British Columbia.

Westbound trains stop for sufficient time at Winnipeg station to enable passengers to visit the Land Office of the Company at the station where maps and pamphlets, descriptive of the lands, through which the railway passes, can be obtained. Stop-over privileges between Winnipeg and Calgary will be granted (on application to the conductor) on Through Second-Class or Colonist Tickets to points on Canadian Pacific Railway west of Revelstoke, British Columbia, or to Puget Sound Ports, thus enabling passengers to make personal inspection of the lands.

The Canadian Pacific Railway Company is developing by irrigation a tract of 1,000,000 acres in the famous Bow River Valley in Southern Alberta. This block of land is attracting homeseekers from all parts of the world. In addition to its great natural advantages the settler within its limits secures an assurance of sufficient water in periods of light rain fall. Land is offered at reasonable prices and on the most liberal terms. Actual settlers may purchase homes on the crop payment plan.

For detailed prices, maps and full particulars, respecting lands in Manitoba, Saskatchewan, Alberta and British Columbia, apply to

J. S. DENNIS,

Ass't to the President

Dept. of Natural Resources,

Canadian Pacific Railway.

Calgary, Alberta.

Government Lands

FREE HOMESTEAD REGULATIONS Any person who is the sole head of a family, or any male over eighteen years old, may homestead a quarter-section (160 acres, more or less) of available Dominion Land in Manitoba, Saskatchewan or Alberta.

ENTRY. The applicant must appear in person at the Dominion Lands' Agency or Sub-Agency for the district. Entry by proxy may be made at any agency, on certain conditions, by father, mother, son, daughter, brother or sister of intending homesteader. A fee of \$10.00 is charged for homestead entry.

HOMESTEAD DUTIES. Six months residence upon and cultivation of the land in each of three years. A homesteader may live within nine miles of his homestead on a farm of at least 80 acres solely owned and occupied by him, or by his father, mother, son, daughter, brother or sister.

PRE-EMPTION. In certain districts a homesteader in good standing may pre-empt a quarter section alongside his homestead. Price \$3.00 per acre. Duties—Must reside six months in each of six years from date of homestead entry (including the time required to earn homestead patent), and cultivate fifty acres extra.

PURCHASED HOMESTEAD A homesteader who has exhausted his homestead right and cannot obtain a pre-emption, may take a purchased homestead in certain districts. Price \$3.00 per acre. Purchased homesteads may be acquired on any available lands on either odd or even numbered sections south of township 45, east of the Calgary and Edmonton railway and the west line of range 26, and west of the third meridian and the Sault railway line. Duties—Must reside six months in each of three years, cultivate fifty acres, and erect a house worth \$300.

APPLICATION FOR PATENT. should be made at the expiration of the period fixed by the Dominion Lands Act, before the Local Agent, or such other person as may be authorized by the Minister of the Interior. Application for patent for a homestead must be made within five years from the date of the entry, and for a patent for pre-emption within eight years from the date of entry, otherwise the right thereto is liable to forfeiture.

DOMINION LAND OFFICES. are located at Winnipeg, Brandon, Dauphin, Alameda, Regina, Moose Jaw, Yorkton, Lethbridge, Calgary, Red Deer, Edmonton, Battleford, Prince Albert, Saskatoon and Humboldt.

TIMBER AND FUEL. A liberal supply of timber for house-building purposes and fuel is granted free to settlers on payment of a small office fee for the permit to cut.

For full information as to conditions of tender, and sale of timber, coal or other mineral lands, apply to W. D. Scott, Dominion Supt. of Immigration, Ottawa, Ontario, or to any of the Dominion Land Agents for Manitoba, Saskatchewan or Alberta.

List of Publications

The Canadian Pacific Railway Co., issues a number of pamphlets and folders, amongst which are the following:

**"MANITOBA
FOR
MIXED
"FARMING"**

A handbook of information regarding the Province of Manitoba. . . Free

**"SASKAT-
CHEWAN,
THE
GOLDEN"**

A handbook of information concerning Saskatchewan, the great wheat-growing Province of Canada. . . . Free.

**"SUNNY
ALBERTA"**

A handbook of information regarding the Province of Alberta. . . . Free.

**"IRRIGATION
FARMING"**

Diversified farming and stock raising is the foundation upon which all irrigation projects rest. This book gives the business aspect of the industry in the Irrigation Block, and shows that upon its rich alfalfa meadows live stock feeding and dairying lead to certain success. Every up-to-date farmer nowadays is a stockman, and this book will appeal to that class. Free.

**"THE
WESTERN
PROVINCES
OF
CANADA"**

A comprehensive booklet describing in detail the provinces of Manitoba, Saskatchewan, Alberta and British Columbia. Free.

"PICTURESQUE BOW RIVER VALLEY". A splendid album of views, measuring 10x12 inches, bound with heavy silk cord, and in every respect a work of art, and an interesting souvenir of Southern Alberta. These twenty-four views bring the varied beauties and possibilities of the great Province of Alberta and the Irrigation Block within the range of your vision.....ONE DOLLAR.

"BUSINESS AND INDUSTRIAL OPPORTUNITIES IN WESTERN CANADA". A handbook of information, brought up-to-date monthly, showing commercial and manufacturing openings in the four Western provinces.....Free.

For any of the above, address Department of Natural Resources, Canadian Pacific Railway, Calgary, Alberta.

Other publications dealing with the trip across the continent, Japan and China, Hawai, Australia, Around-the-World Tours, the Pleasure and Health Resorts of the Canadian Rockies, Game Regions of Canada, opportunities in Western Canada, etc., are also issued by the Canadian Pacific Railway Co., and can be had free on application to any agent of the Company.

Apply for free copies of any of the Publications mentioned, or this Pamphlet, to any Agent of the Company; or for Special Information, Maps and Pamphlets, regarding the Province of Manitoba, to Jas. Hartney, Manitoba Government Immigration Agent, No. 77 York Street, Toronto.

For Rates, Rules, and Conditions governing the
Transportation of

SETTLERS' EFFECTS.

From Stations in Canada, to

MANITOBA,

SASKATCHEWAN and

ALBERTA

Apply to your local railway Agent and consult him relative to placing car at your town for your freight for Western Canada, advising him as nearly as you can what you will have to go forward.



Settlers' Effects

FREIGHT REGULATIONS ON THE CANADIAN PACIFIC RY.

RULES AND CONDITIONS

1. The rates in this tariff are subject to the general rules and conditions of carriage printed in the Company's form of Shipping Receipt and will apply only on shipments consigned to actual settlers, and are entirely exclusive of cartage at stations where this service is performed by the Railway Company's Cartage Agents.

2. CARLOADS of Settlers' Effects, within the meaning of this tariff, may be made up of the following described property for the benefit of actual settlers, viz.: Live stock, any number up to but not exceeding ten (10) head, all told, viz.: Cattle, calves, sheep, hogs, mules or horses; Household Goods and personal property (second-hand), Waggon, or other vehicles for personal use (second-hand), except automobiles, omnibuses, hearses, or similar vehicles. Farm Machinery, Implements and Tools (all second-hand); Softwood Lumber (Pine, Basswood, Hemlock, or Spruce only) and Shingles, which must not exceed 2,000 feet in all, or the equivalent thereof; or in lieu of, not in addition to the lumber and shingles, a Portable house may be shipped; Seed Grain; small quantity of Trees or Shrubbery: small lot Live Poultry or pet animals; and sufficient feed for the live stock while on the journey. Settlers' Effects rates, however, will not apply on shipments of second-hand Waggon, Buggies, Farm Machinery, Implements or Tools, unless accompanied by Household Goods.

3. Should a settler wish to ship more than ten head of livestock (as per rule 2) in a car, the additional animals will be charged for at the less than carload livestock rate (at minimum weights as per Canadian Classification), but the total charge for the car must not exceed the rate for a straight carload of livestock.

4. **PASSES**—One man will be passed free in charge of full carload of settlers' effects when containing livestock, to feed, water, and care for them in transit. Agents must fill out the usual livestock form of contract.

5. **LESS THAN CARLOAD SHIPMENTS.**—Less than carloads will be understood to mean only Household Goods (second-hand), Waggon, or other vehicles for personal use (second-hand), except Automobiles, Omnibuses, Hearses, or similar vehicles, and second-hand Farm Machinery, Implements and Tools. Settlers' Effects rates, however, will not apply on shipments of second-hand Waggon, Buggies, Farm Machinery, Implements or Tools, unless accompanied by Household Goods. Less than Carload lots must be plainly addressed.

6. **MERCHANDISE**, such as groceries, provisions, hardware, etc., also implements, machinery, vehicles etc., if new, will not be regarded as Settlers' Effects, and, if shipped, will be charged the regular class tariff rates. While the Canadian Pacific Railway is desirous of continuing to give liberal encouragement to settlers, both as to the variety of the effects which may be located in cars, and the low rates thereon, it is also the duty of the Company to protect the merchants of Western Canada by preventing, as far as possible, the loading of merchandise of a general character in cars with personal effects. Agents, both at loading and delivering stations, must personally satisfy themselves that contraband articles are not loaded, and see that actual weight is charged for when carloads exceed 24,000 lbs.

7. TOP LOADS WILL NOT BE PERMITTED.—Agents must see that nothing is loaded on top of box or stock cars. This manner of loading is dangerous and is absolutely forbidden.

8. Settlers' Effects, to be entitled to carload rates, must consist of a carload from one point of shipment to one point of destination. Carload shipments will not be stopped in transit for completion or partial unloading.

9. The minimum carload weight of 24,000 lbs. is applicable only to cars not exceeding 36 feet in length; larger cars must not be used for this business. If the actual weight of the carload exceeds 24,000 lbs., the additional weight will be charged for at the carload rate.

10. The minimum charge for less than carload shipments will be 100 lbs. at regular first class rate.

11. Settlers' Effects ex-connecting lines will be charged from Canadian Pacific Railway junction point, the Settlers' Effect rates from that point.

SPECIAL NOTICE.—Every effort must be made by shipping and receiving agents to prevent the shipping of commodities other than those authorized above at Settlers' Effects rates. Agents at shipping and receiving stations must carefully check all shipments. If they find any contraband articles are being shipped, they must make careful inspection of packages, and charge regular tariff rates on any such articles found. Receiving Agents will be held accountable for the checking of shipments originating on connecting lines.

Agents at shipping points, where shipments of settlers' effects are offered for transportation, must in every case require shippers to execute special contract release form 25, restricting valuation of

\$5.00 per piece or package, also where live stock is part of shipment, special live stock contract form 18, restricting valuation as stated therein.

Agents at junction points must not accept from Connecting Lines shipments of settlers' effects unless the transfer or through way-bill clearly indicates that release has been executed by the shipper. If there is any doubt upon this point the Agent of the Connecting Line at junction point will be requested to execute such release in order to relieve this Company from liability beyond the amount specified in forms 25 and 18.

Freight rates "on" settlers' effects quoted herein apply via direct route only.

Shipments for points on Canadian Northern Railway will be forwarded via Port Arthur in connection with that line.



Train Service For Settlers

The attention of intending settlers is called to the through fast service of the Canadian Pacific Railway to all points in Manitoba, Saskatchewan and Alberta, and particularly to the following special arrangements made for settlers going West in the Spring of 1913. The train service is divided into two class:—

1st. Special trains weekly as described below, for settlers taking West their live stock, quantities of household goods, farm implements and general effects.

2nd. Daily service of fast passenger trains, carrying colonist cars and tourist sleepers, for settlers travelling alone and with their families.

SPECIAL for settlers travelling with live stock and **TRAINS** effects will leave West Toronto at 11 p.m. every Tuesday during March and April, 1913, via the Canadian Pacific Railway "Muskoka Route."

COLONIST (in which the seats can be converted **CARS** into double berths at night, and upper berths let down from the roof) **will leave Toronto (Union Station) on regular train No. 3 at 10.20 p.m., and will connect at West Toronto with the Special Settlers' Trains.**

As the accommodation is based on the estimated number of passengers, intending travellers are particularly requested to advise their railway agent early the date fixed for leaving, so that suitable accommodation can be secured. Individual berths cannot be reserved in colonist cars.

Settlers travelling without live stock or effects, are advised to use.

REGULAR TRAINS

The Canadian Pacific Railway Winnipeg Express which leaves Toronto at 10.20 p.m. daily via "The Muskoka Route," makes fast time to Winnipeg and good connection for all Western points. Both Colonist cars and Tourist sleeping cars are attached to these trains. The Tourist cars, in which a small charge is made for berths, are fitted with bedding and all conveniences, and can be especially recommended for the comfort of the settlers wife and children.

An agent of the Canadian Pacific Railway will be at the Union Station, Toronto, to render assistance to passengers on the weekly excursions in locating their cars of effects, etc.

•
MEALS Arrangements have been made at various stations along the line at
EN ROUTE. convenient intervals to provide meals.
See stations in Folder A marked "||".

If passengers wish to take their food, baskets holding same should not be over 2 feet long, 18 inches wide, and 11 inches high, so that they can be placed under the seat when not in use.

BAGGAGE. 300 lbs of personal baggage will be checked to points in Manitoba, Saskatchewan and Alberta, except stations of the Canadian Pacific Railway main line, west of Morley, or on Crowsnest Branch west of McLeod, on each adults' second class ticket and 150 lbs on each child's second class ticket.

Settlers with effects should obtain from Railway Agent, at point where effects are loaded, card showing number of car and destination.

FREIGHT RATES ON COLONIST EFFECTS

(Subject to Change.)

| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|----------------------------|--|--------------------------|
| | Carloads minimum 24,000 lbs | Less than Carloads |
| | Cents per 100 lbs | |
|Abbott, Sask..... | 44 | 88 |
|Aberdeen, Sask..... | 44 | 95 |
|*Aberfeldy, Sask..... | 50 | 1.10 |
|Abernethy, Sask..... | 43½ | 87 |
|Acheson, Alta..... | 57 | 1.14 |
|Acme, Alta..... | 57 | 1.14 |
|*Adair, Sask..... | 43 | 86 |
| Via Glenboro | | |
| Via Brandon | | |
|Adanac, Sask..... | 50½ | 1.01 |
|*Adelpha, Man..... | 40 | 79½ |
|*Agnew, Man... | 40 | 80 |
|*Aikins, Sask..... | 48½ | 97 |
|Airdale, Man..... | 36 | 72 |
|Airdrie, Alta..... | 57 | 1.14 |
|*Aitkow, Sask..... | 47 | 94 |
| ...††Alameda, Sask..... | 42½ | 85 |
| Via Glenboro | | |
| Via Deloraine | | |
| Via Brandon | | |
|Albatross, Sask..... | 45 | 95 |
| Via Regina | | |
| Via Calgary } Aldersyde | | |
| Via Kipp } Alta... | 57½ | 1.15 |
| Via Macleod } | | |
|Alexander, Man..... | 39½ | 79 |

*Flag Stations All charges must be prepaid.

Charges for less than carloads, whether shipments be to
Flag Stations or otherwise, must be prepaid.

For passenger fares apply to any Canadian Pacific
Railway Agent.

SETTLERS' GUIDE—1913

(Subject to Change.)

| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|--|--|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
|*Algar, Man. | 40 | 80 |
|Alix, Alta, | 57½ | 1.15 |
|Allan, Sask. | 47 | 94 |
|Alsask, Sask. | 53 | 1.05 |
|Altamont, Man. | 39 | 78 |
|Altona, Man. | 37½ | 75 |
|*Amazon, Sask. | 44 | 94 |
|*Amisk, Alta. | 53 | 1.06 |
|Amulet, Sask. | 44½ | 89 |
| Via Glenboro and Stoughton or Brandon and Stoughton | | |
|*Anglia, Sask. | 54 | 1.08 |
|Angusville, Man. | 41 | 82 |
|Ansell, Alta. | 58½ | 1.17 |
|*Antar, Sask. | 45 | 91 |
|*Antelope, Sask. | 49 | 98 |
|*Anthracite, Alta. | 58½ | 1.17 |
|Antler, Sask. | 41 | 82 |
| Via Glenboro Via Brandon | | |
|Arborg, Man. | 37 | 75 |
|Arcola, Sask. | 42 | 84 |
|Ardath, Sask. | 47 | 2.00 |
|Arden, Man. | 38½ | 77 |
|Ardrossan, Alta. | 57 | 1.14 |
|*Ardmore, Sask. | 45 | 95 |
|*Argue, Man. | 40 | 80 |
| Via Carman | | |
|*Argyle, Man. | 37 | 74 |

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Pacific Railway Agent.

(Subject to Change.)

| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|--------------------------|--|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
|*Arizona, Man..... | 39 | 78 |
|Arona, Man..... | 37 $\frac{1}{2}$ | 75 |
|*Arnaud, Man..... | 36 | 72 |
|*Arran, Man.... | 43 | 86 |
|*Arrow River, Man.. | 40 | 80 |
| Via Chater | | |
|Ashern, Man..... | 39 | 78 |
|Asquith, Sask..... | 48 $\frac{1}{2}$ | 97 |
|*Ashdown, Man..... | 39 | 78 |
| Via Carman | | |
|*Ashville, Man..... | 42 | 87 |
|Athabaska, Alta... | 60 | 1.20 |
|Atwater, Sask..... | 42 $\frac{1}{2}$ | 95 |
|Austin, Man..... | 38 | 76 |
|Avonhurst, Sask... | 44 | 88 |
|Avonlea, Sask..... | 44 | 89 |
|Aylesbury, Sask.... | 45 | 95 |
| Via Can. Nor. | | |
|*Baden, Man..... | 43 | 86 |
|Bagot, Man..... | 37 $\frac{1}{2}$ | 75 |
|*Baildon, Sask..... | 44 | 91 |
|Balcarres, Sask.... | 43 $\frac{1}{2}$ | 87 |
|Baldur, Man..... | 39 | 78 |
|Balgonie, Sask..... | 44 | 88 |
|*Baliol, Sask..... | 52 $\frac{1}{2}$ | 1.05 |
|*Balmoral, Man..... | 36 $\frac{1}{2}$ | 73 |
|Bangor, Sask..... | 43 | 86 |
|Bankhead, Alta..... | 58 $\frac{1}{2}$ | 1.17 |
|Banning, Ont..... | 35 | 72 |

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| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|--------------------------------|--|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
| Banff, Alta..... | 58½ | 1.17 |
|*Bannock, Sask..... | 44 | 90 |
|*Banting, Man..... | 39 | 78 |
| Via Glenboro | | |
| Bardo, Alta..... | 55 | 1.10 |
|*Baring, Sask..... | 43 | 86 |
| Via Glenboro | | |
|*Barnsley, Man..... | 37 | 74 |
|*Barnwell, Alta..... | 54 | 1.08 |
|Barrows Junc., Man.. | 43 | 86 |
|Barons, Alta..... | 55½ | 1.11 |
| Via Kipp | | |
|Barwick, Ont..... | 36 | 72 |
|Barshaw, Alta..... | 56½ | 1.13 |
|Bassano, Alta..... | 54½ | 1.09 |
|Basswood, Man..... | 39½ | 79 |
|*Battle, Alta..... | 55½ | 1.11 |
|Battleford, Sask..... | 46 | 1.00 |
|*Battleford. Jct., Sask.. | 46 | 1.00 |
|Bawlf, Alta..... | 55 | 1.10 |
| Via Saskatoon | | |
|Bawlf, Alta..... | 55 | 1.10 |
| Via Calgary | | |
|*Beadle, Sask..... | 50 | 1.10 |
|*Beatty, Sask..... | 45 | 95 |
|Beaudry, Man..... | 36 | 72 |
|Beausejour, Man..... | 35 | 70 |
|Beaver, Man..... | 38 | 76 |
|*Bede, Man..... | 40½ | 81 |
| Via Glenboro | | |
| Via Brandon | | |

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| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|----------------------------|--|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
| ...*Beddington, Alta.... | 57 | 1.14 |
|*Beiseker, Alta.... | 57 | 1.14 |
|*Bedford, Man..... | 36 | 72 |
|Belbeck, Sask..... | 46 | 92 |
|Belle Plaine, Sask.... | 45½ | 91 |
|*Bellevue, Man..... | 40 | 80 |
|Belmont, Man..... | 39 | 78 |
|Bender, Sask..... | 42 | 84 |
| Via Glenboro | | |
| Via Brandon | | |
|Bernard, Man..... | 37 | 74 |
|Bengoff, Sask..... | 45 | 90 |
|Benito, Man..... | 43 | 86 |
|Beresford, Man..... | 39½ | 79 |
| Via Brandon | | |
|Bergen, Man..... | 36 | 72 |
|*Bernice, Man..... | 40½ | 81 |
| Via Glenboro | | |
| Via Brandon | | |
|Berton, Man..... | 39 | 78 |
|*Bethany, Man..... | 40 | 80 |
|Bethune, Sask..... | 45 | 95 |
|Beulah, Man..... | 41 | 82 |
|Beverley, Sask..... | 48½ | 97 |
|Bickerdike, Alta.... | 58 | 1.18 |
|*Bield, Man..... | 42 | 92 |
|Bienfait, Sask..... | 43 | 86 |
| Via Glenboro | | |
| Via Deloraine | | |
| Via Brandon | | |

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| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and Weet. | |
|-----------------------------|--|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
| Biggar, Sask..... | 49 | 98 |
| Big River, Alta.... | 50 | 1.04 |
| ... Big Valley, Alta.... | 58 | 1.16 |
| Binscarth, Man..... | 41 | 82 |
| Birch Hills, Sask.... | 45 | 95 |
| ... *Birch River, Man... | 43 | 86 |
| *Birds Hill, Man.... | 36 | 72 |
| *Birdtail, Man..... | 41 | 82 |
| *Bird View, Sask... | 47 | 98 |
| *Birling, Sask..... | 48 | 1.05 |
| ... Birmingham, Sask... | 43 | 86 |
| Birnie, Man. | 40 | 80 |
| Birtle, Man. | 40½ | 81 |
| Bissell, Alta..... | 57 | 1.14 |
| *Bithulithic Spur, Man. | 36 | 72 |
| ... Bittern Lake, Alta... | 55½ | 1.11 |
| Via Saskatoon | | |
| ... Bittern Lake, Alta... | 55½ | 1.21 |
| Via Calgary | | |
| ... Blackfalds, Alta.... | 57 | 1.14 |
| *Blackfoot, Alta.... | 52 | 1.11 |
| Blackie, Alta. | 56½ | 1.13 |
| Via Kipp | | |
| Bladworth, Sask.... | 45 | 95 |
| ... Blaine Lake, Sask... | 49 | 1.03 |
| Blairmore, Alta..... | 57 | 1.14 |
| Via Lethbridge | | |
| ... *Blewett, Sask..... | 43½ | 87 |
| *Blucher, Sask..... | 47 | 94 |

*Flag Stations. All charges must be prepaid.

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For passenger fares apply to any Canadian Pacific Railway Agent.

(Subject to Change.)

| — TO — | | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|----------------|----------------------|--|--------------------------|
| | | Carloads minimum 24000 lbs | Less than Carloads |
| | | Cents per 100 lbs. | |
|* | Bodmin, Sask..... | 50 | 1.03 |
| ..... | Boharm, Sask..... | 46 | 92 |
| .... | Boissevain, Man.... | 40½ | 81 |
|* | Borradaile, Alta.... | 52 | 1.11 |
| ..... | Borden, Sask..... | 45 | 1.00 |
| .... | Botha, Alta. | 58 | 1.16 |
| ..... | Bowden, Alta..... | 58 | 1.16 |
| .... | Bowell Alta..... | 52½ | 1.05 |
| .... | Bow Island, Alta.... | 53 | 1.06 |
| .... | Bowsman, Man.... | 43 | 86 |
|* | Brada, Sask. | 46 | 1.00 |
| .. | Bradwardine, Man...? | 39½ | 79 |
| .... | Bradwell, Sask..... | 47 | 94 |
| ..... | Brandon, Man..... | 39 | 78 |
|* | Branspeth, Sask.... | 45 | 95 |
| .... | Brant, Alta. | 56½ | 1.13 |
| Via Kipp | | | |
|* | Bratton, Sask..... | 47 | 1.00 |
| .... | Bredenbury, Sask... | 42 | 84 |
| .... | Bremem, Alta..... | 44 | 95 |
|* | Bresaylor, Sask..... | 48 | 1.05 |
| ..... | Bridgeford, Sask.... | 47 | 94 |
| .... | Briercrest, Sask.... | 44 | 90 |
| ..... | Broadview, Sask..... | 42½ | 85 |
| .... | Brock, Sask. | 49 | 1.05 |
| .... | Brocket, Alta. | 56 | 1.12 |
| Via Lethbridge | | | |
| | Brookdale, Man..... | 38½ | 77 |
|* | Brooking, Sask.... | 44 | 88 |

*Flag Stations. All charges must be prepaid.

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(Subject to Change.)

| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West | |
|--|---|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
|Brooks, Alta. | 54 | 1.08 |
|*Broomhill, Man.... Via Glenboro | 40½ | 81 |
|Brora, Sask. | 45 | 95 |
|*Browning, Sask.... | 43 | 86 |
|Brownlee, Sask..... | 46½ | 93 |
|Bruderheim, Alta.. | 56 | 1.13 |
|*Brumlie, Man..... | 40 | 80 |
|Bruno, Sask. | 44 | 95 |
|Brunkild, Man.... | 37 | 74 |
|*Buccleugh, Sask.... | 51 | 1.02 |
|*Buchan, Man..... | 35 | 70 |
|*Buckland, Sask.... | 47 | 1.01 |
|Buchanan, Sask.... | 43 | 95 |
|*Bull's Head, Alta.... | 52 | 1.04 |
|Bulyea, Sask..... Via Bulyea Via Kirkella | 45½ | 91 |
|Burdett, Alta..... | 53 | 1.06 |
|Burgess, Sask..... | 44½ | 89 |
|Burmis. Alta..... Via Lethbridge | 56½ | 1.13 |
|Burnside, Man..... | 37½ | 75 |
|*Burrows, Sask..... | 42 | 84 |
|*Busteed, Ont..... | 33 | 66 |
|*Butler, Man..... | 41 | 82 |
|*Cadogan, Alta..... | 52½ | 1.05 |
|*Cairns, Alta. | 52½ | 1.05 |
|Cabot, Man..... | 36 | 72 |

*Flag Stations. All charges must be prepaid.

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(Subject to Change.)

| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|---------------------------|--|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
|Calder, Sask..... | 42 | 88 |
|Calgary, Alta..... | 56½ | 1.13 |
|Calgary, Alta.... | 57 | 1.14 |
| Via Macleod | | |
| ..*Calgary, Junc. Alta.. | 57 | 1.14 |
|*Caliento, Man..... | 36 | 72 |
|*Calvin, Man..... | | |
|*Cameron, Man..... | 41½ | 83 |
|*Camper, Man..... | 39 | 98 |
| via Saskatoon } Camrose, | | |
| Via Calgary } Alta.. | 55 | 1.10 |
|Cana, Sask..... | 43 | 86 |
| ...*Candahar, Sask.... | 45 | 90 |
| See Kandahar | | |
|Candiac, Sask..... | 43 | 86 |
|*Cannell, Alta..... | 57 | 1.14 |
|Canmore, Alta..... | 58½ | 1.17 |
|Canora, Sask..... | 43 | 95 |
| ..*Cantyre, Sask..... | 45 | 94 |
|Carberry, Man..... | 38½ | 77 |
|*Cardale, Man..... | 40 | 80 |
|*Cardell, Sask..... | 50½ | 1.01 |
|*Cardiff, Alta..... | 58 | 1.14 |
|Cardinal, Man..... | 39 | 78 |
|Cardston, Alta..... | 62½ | 1.45 |
|*Carey, Man..... | 36 | 72 |
|Carievale, Sask..... | 41½ | 83 |
| Via Glenboro | | |
| Via Deloraine | | |
| Via Brandon | | |

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| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|----------------------------|--|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
|*Carlsberg, Sask..... | 43 | 86 |
|Carlstadt, Alta..... | 53 | 1.06 |
|Carlyle, Sask..... | 42 | 84 |
| Via Glenboro | | |
| Via Brandon | | |
| Via C.N.R. | | |
|Carman, Man..... | 37 | 74 |
| ..Carman Junc., Man.. | | |
|Carmangay, Alta.... | 55½ | 1.11 |
| Via Kipp | | |
|*Carmel, Sask..... | 44 | 95 |
|*Carmichael, Sask.... | 49½ | 99 |
|Carnduff, Sask..... | 41½ | 83 |
| Via Glenboro | | |
| Via Deloraine | | |
| Via Brandon | | |
|*Carnegie, Man..... | 39½ | 79 |
|Caron, Sask..... | 46 | 92 |
|Carroll, Man..... | 39 | 78 |
| Via Glenboro | | |
|Carvell, Alta..... | 59 | 1.16 |
|Carstairs, Alta..... | 57½ | 1.15 |
|*Cartier, Man..... | 36 | 72 |
|Cartwright, Man.... | 39½ | 79 |
|*Cassils, Alta..... | 54 | 1.08 |
|*Castle, Alta..... | 59 | 1.18 |
|*Castlewood, Sask.... | 49 | 98 |
|Castor, Alta..... | 59 | 1.18 |
|Caye, Man..... | 37½ | 75 |
| Via Calgary } Cayley, | | |
| Via MacLeod } Alta... | 57 | 1.14 |

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| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|----------------------------|--|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
|Ceba, Sask..... | 45 | 92 |
|*Ceepee, Sask..... | 45 | 1.00 |
|Ceylon, Sask.... | 44 | 88 |
|Chamberlain, Sask.... | 45 | 95 |
|Champion, Alta..... | 55½ | 1.11 |
| Via Kipp | | |
|*Chandler, Sask..... | 44 | 88 |
|Chaplin, Sask..... | 47 | 94 |
|Chater, Man..... | 39 | 78 |
|Chauvin, Alta..... | 52 | 1.04 |
|*Cheadle, Alta..... | 56½ | 1.12 |
|*Chemong, Sask.... | 45 | 93 |
|*Cheviot, Sask..... | 47½ | 95 |
|*Chigwell, Alta..... | 57 | 1.14 |
|*Chin, Alta..... | 54 | 1.08 |
|Chipman, Alta..... | 56 | 1.13 |
|Chokis, Alta..... | | |
| ...Churchbridge, Sask.... | 42 | 84 |
|*Clair, Sask..... | 43 | 95 |
|*Clandeboyce, Man.... | 36½ | 73 |
|Clanwilliam, Man.... | 40 | 80 |
| Via.Calgary } Claresholm } | | |
| Via.McLeod } Alta.. } | 56 | 1.12 |
|*Clarkboro, Sask.... | 44 | 95 |
| .*Clark's Crossing, Sask.. | 45 | 95 |
| Via Kamsack | | |
|*Clarkleigh, Man.... | 38 | 75 |
|Clavet, Sask..... | 47½ | 95 |
|*Claysmore, Alta..... | 54 | 1.12 |

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SETTLERS' GUIDE—1913

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| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West | |
|---------------------------|---|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
|*Clearwater, Man.... | 39 | 78 |
|Clive, Alta. | 57 | 1.14 |
|Cloan, Sask. | 50½ | 1.01 |
|*Clonfert, Sask.... | 48 | 1.01 |
|*Clouston, Sask..... | 46 | 1.00 |
|Clover Bar, Alta... | 57 | 1.14 |
|*Cluny, Alta. | 55 | 1.10 |
|Clyde, Alta. | 58 | 1.16 |
|Coaldale, Alta..... | 54½ | 1.09 |
|Cochrane, Alta..... | 57 | 1.14 |
|Coleman, Alta..... | 57 | 1.14 |
|Colgate, Sask. | 44 | 83 |
|*Colinton, Alta.... | 60 | 1.20 |
|Colmer, Sask. | 43 | 85 |
|Colonsay, Sask..... | 47 | 94 |
| (See Strongfield, Sask) | | |
|Condle, Sask. | 45 | 95 |
|Conquest, Sask.... | 47 | 1.00 |
|*Cordova, Man.... | 39½ | 79 |
|Corinne, Sask. | 44½ | 89 |
| Via Glenboro & Stoughton | | |
| Via Brandon & Stoughton | | |
|Corinne, Sask. | 44½ | 89 |
| Via Moose Jaw | | |
|Coronation. | 59½ | 1.19 |
|*Cory, Sask. | 48 | 96 |
|*Cote, Sask. | 42 | 92 |
|*Coulter, Man..... | 41½ | 83 |
|Coutts, Alta | 55 | 1.10 |
|*Cowan, Man..... | 42 | 86 |

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|-----------------------------|--|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs | |
|Cowley, Alta. | 56½ | 1.13 |
|*Cowper, Sask. | 42 | 84 |
| Via Lethbridge | | |
|Craigdhu | 57 | 1.14 |
|Craik, Sask. | 45 | 95 |
| Via C.N. and Regina | | |
|Crandall, Man. | 40 | 80 |
| Via Chater | | |
|Crane Lake, Sask. | 50 | 1.00 |
|*Craven Sask. | 45 | 95 |
|Creelman, Sask. | 43 | 86 |
| Via Glenboro | | |
|Cromer, Man. | 41 | 82 |
| ...Crooked River, Sask.. | 44 | 90 |
|Cross, Sask. | 50½ | 1.01 |
|Crossfield, Alta. | 57½ | 1.15 |
|*Crowfoot, Alta. | 55 | 1.10 |
|*Crutwell, Sask. | 47 | 1.01 |
| ...Crystal City, Man. | 39 | 78 |
|*Cullen, Sask. | 43½ | 87 |
|*Culross, Man. | 36½ | 73 |
| ...*Cummings, Sask. | 51 | 1.02 |
|Cupar, Sask. | 45 | 90 |
|*Curtis, Man. | 37 | 74 |
|Cutarm, Sask. | 42 | 84 |
|Cutknife, Sask. | 50½ | 1.01 |
| ...Cypress River, Man. | 38 | 76 |
|*Czar, Alta. | 53 | 1.06 |
|*Dacotah, Man. | 36 | 72 |

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| -- TO -- | From C. P. Ry. Stations in Ontario Sharbot Lake and West | |
|----------------------------|---|--------------------------|
| | Carloads minimum 24000 lbs. | Less than Carloads |
| | Cents per 100 lbs. | |
|*Dafoc, Sask..... | 45½ | 91 |
|Dalmeny, Sask..... | 44 | 95 |
|*Dalny, Man..... | 41½ | 83 |
|Dalroy, Alta..... | 56½ | 1.13 |
|*Dalzell, Sask..... | 43 | 86 |
|Dana, Sask..... | 44 | 95 |
|Dandurand, Alta.... | 59 | 1.18 |
|*D'Arcy, Sask..... | 49 | 1.05 |
|Darlingford, Man.... | 38 | 76 |
|*Darwin, Man..... | 34 | 68 |
|Dauphin, Man..... | 41 | 86 |
|Davidson, Sask..... | 45 | 95 |
|Davin, Sask..... | 44 | 88 |
|*Davis, Sask..... | 46 | 1.00 |
| Via Saskatoon { Daysland } | 54½ | 1.09 |
| Via Calgary { Alta... } | | |
|*Debden, Sask..... | 49 | 1.02 |
|*Decker, Man..... | 40½ | 81 |
|Deer, Man..... | 37½ | 75 |
|*Deerfield, Man..... | 39½ | 79 |
|*Deerhorn, Man..... | 38½ | 77 |
|*Deerwood, Man..... | 39 | 78 |
|Delcau, Man..... | 40 | 80 |
| Via Glenboro | | |
|Delisle, Sask..... | 46 | 98 |
|*Delmas, Sask..... | 48 | 1.05 |
|Deloraine, Man..... | 41 | 1.04 |
| Via Rosenfeld | | |
|*Demay, Alta..... | 55 | 1.10 |

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| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West | |
|---|---|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
|*Denholm, Sask..... | 46 | 1.00 |
|*Denzel, Sask..... | 52 | 1.04 |
|*Deveron, Sask..... | 43 | 86 |
|Denville, Alta..... | 56 | 1.12 |
|*DeWet, Man..... | 36½ | 73 |
| Via Calgary, { De | 57 | 1.14 |
| Via Kipp { Winton, | | |
| Via MacLeod, { Atla. | | |
|Didsbury, Alta..... | 58 | 1.16 |
|Dilke, Sask..... | 45 | 95 |
|Via Regina | | |
|Dinant, Alta..... | 55 | 1.10 |
|Disley, Sask..... | 45 | 95 |
|*Dodds..... | 55 | 1.10 |
| ..Dominion City, Man.. | 36 | 72 |
|Donalds, Alta..... | 55½ | 1.13 |
|*Donwell, Sask..... | 43 | 93 |
|*Doonside, Sask..... | 42 | 84 |
|Doranlee, Alta..... | 56½ | 1.13 |
|Douglas, Man..... | 39 | 78 |
|Drake, Sask..... | 44 | 94 |
|*Dreghorn, Sask..... | 44 | 89 |
| ...Drinkwater, Sask... | 46 | 92 |
|Via Moose Jaw | | |
| ...Drinkwater, Sask... | 46 | 92 |
|Via Glenboro or Brandon and Stoughton | | |
|*Dropmore, Sask..... | 42 | 86 |
|Druid, Sask..... | 53 | 1.06 |

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| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West | |
|---------------------------|---|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
| ...Drumheller, Alta.... | 58 | 1.19 |
|Drummer, Sask.... | 44 | 88 |
|Dubuc, Sask..... | 43 | 86 |
|Duck Lake, Sask.... | 45 | 98 |
|Duff, Sask..... | 43½ | 87 |
|Duffield, Alta..... | 59 | 1.16 |
|*Dufresne, Man..... | 36 | 72 |
|*Dufrost, Man..... | 36 | 72 |
|Duhamel, Alta..... | 55½ | 1.11 |
| ...*Dumas, Sask..... | 42 | 84 |
|Dumble, Sask..... | 49 | 1.03 |
|Dundurn, Sask..... | 45 | 95 |
| ...*Dunfermine, Sask... | 48 | 96 |
|Dunmore, Alta..... | 52 | 1.04 |
|Dunn, Alta..... | 52½ | 1.05 |
|Dunrea, Man..... | 40 | 80 |
|*Dunroban, Alta... | 58 | 1.16 |
|Durban, Man..... | 43 | 86 |
|Duro, Sask..... | 47½ | 95 |
|Duval, Sask*..... | 46 | 92 |
|Dysart, Sask..... | 44½ | 89 |
|Earl Grey, Sask..... | 45½ | 91 |
| ...East Selkirk, Man.... | 35 | 70 |
| East Prince Albert, Sask. | 46 | 1.00 |
|*Eaton, Sask..... | 46 | 98 |
|Ebenezer, Sask.... | 44½ | 89 |
|*Ebor, Man..... | 41 | 82 |
| Via Glenboro | | |
|Edam, Sask..... | 49 | 1.03 |

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| | | From C. P. Ry Stations in Ontario Sharbot Lake and West | |
|----------------------------|-----|--|--------------------------|
| --- TO --- | | Carloads minimum 24000 lbs | Less than Carloads |
| | | Cents per 100 lbs. | |
|Edberg, Alta..... | 56 | 1.12 | |
|Eden, Man..... | 39 | 78 | |
|Edenwald, Sask.... | 49 | 1.03 | |
|Edgeley, Sask.... | 44 | 88 | |
|Edgerton, Alta.... | 52½ | 1.05 | |
|Edmonton, Alta..... | 57 | 1.14 | |
|Edrans, Man..... | 38 | 76 | |
|Edson, Alta..... | 61½ | 1.30 | |
|*Edwin, Man..... | 39 | 78 | |
|Elbow, Sask..... | 47½ | 95 | |
|*Eldred, Sask..... | 49 | 1.03 | |
|Elfros, Sask..... | 44½ | 89 | |
|Elgin, Man..... | 40 | 80 | |
|Elie, Man..... | 37 | 74 | |
|Elkhorn, Man..... | 40½ | 81 | |
|*Ellerslie, Alta.... | 56½ | 1.13 | |
|*Elliotts, Man..... | 39 | 78 | |
|Elm Creek, Man..... | 37 | 74 | |
|Elphinstone, Man.... | 40 | 80 | |
|Elstow, Sask..... | 45 | 94 | |
|*Elswick, Sask..... | 44 | 88 | |
|Elva, Man..... | 41 | 82 | |
|Via Glenboro | | | |
|Via Deloraine | | | |
|Emerson, Man..... | 36 | 72 | |
|*Endcliffe, Man..... | 42 | 84 | |
|Enfin, Sask..... | 43½ | 87 | |
|*Englefelt, Sask..... | 43 | 95 | |
|Ensign, Alta..... | 56 | 1.12 | |
|Via Kipp | | | |

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| — TO — | From C. P. Ry Stations in Ontario Sharbot Lake and West | |
|---------------------------|--|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
| ...*Enterprise, Man... | 40 | 79½ |
|Entwistle, Alta.... | 59 | 1.19 |
|*Erickson, Man..... | 40 | 80 |
|Eriksvale, Man. . . | 38½ | 77 |
|*Erinview, Man.... | 37 | 74 |
|Ermine, Sask..... | 53 | 1.06 |
|*Ernfold, Sask..... | 47½ | 95 |
|Erskine, Alta..... | 58 | 1.16 |
|*Erwood, Sask..... | 43 | 86 |
|*Esk, Sask. | 45½ | 81 |
|Esterhazy, Sask..... | 42½ | 85 |
|Estevan, Sask..... | 43 | 86 |
| Via Glenboro | | |
| Via Deloraine | | |
| Via Brandon | | |
|Ethelbert, Man..... | 42 | 86 |
|*Evesham, Sask..... | 51½ | 1.03 |
|*Ewart, Man..... | 41 | 82 |
|Exira, Man..... | 38 | 76 |
|Exshaw, Alta..... | 58 | 1.16 |
|Eyebrow, Sask..... | 47 | 94 |
|Fabyan, Alta..... | 53 | 1.06 |
|Fairfax, Man | 40 | 80 |
| ...*Fairford, Man..... | 40 | 80 |
|Fairlight, Sask.... | 41½ | 83 |
| Via Glenboro | | |
| Via Brandon | | |
| Via Arizona | | |
| ...*Fairmount, Sask.. | 51 | 1.04 |
|*Fairview, Man. . . | 39 | 78 |

*Flag Stations. All charges must be prepaid.

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| — TO — | | From C. P. Ry. Stations in Ontario Sharbot Lake and West | |
|--------|------------------------------|---|--------------------------|
| | | Carloads minimum 24000 lbs | Less than Carloads |
| | | Cents per 100 lbs. | |
| | Fallis, Alta..... | 59 | 1.18 |
| | Fannystelle, Man ... | 36½ | 73 |
| | Farley, Sask..... | 48 | 96 |
| | Federal, Alta. . . . | 59½ | 1.19 |
| | *Fenn, Alta. . . . | 58 | 1.16 |
| | *Fenton, Sask . . . | 45 | 95 |
| | Ferintosh, Alta..... | 66 | 1.12 |
| | Fenwood, Sask..... | 43½ | 87 |
| | Fielding, Sask . . . | 45 | 1.00 |
| | Fillmore, Sask | 43 | 86 |
| | Via Glenboro | | |
| | Via Brandon | | |
| | Findlater, Sask . . . | 45 | 95 |
| | Via C. N. and Regina | | |
| | *Findlay, Man | 40 | 80 |
| | Via Glenboro | | |
| | Via Brandon | | |
| | . Findlay Crossing, Man. | | |
| | Finnie, Sask..... | 43½ | 87 |
| | Firdale, Man..... | 38 | 76 |
| | *Fishers, Man | 42 | 86 |
| | Fiske, Sask | 49 | 1.05 |
| | Fitzhugh, Alta.... | 61 | 1.22 |
| | *Fleet, Alta | 59 | 1.18 |
| | Fleming, Sask | 41 | 82 |
| | *Floral, Sask | 47½ | 95 |
| | Foam Lake, Sask.... | 44 | 88 |
| | Forget, Sask | 42½ | 85 |
| | Via Glenboro | | |
| | Via Brandon | | |

*Flag Stations All charges must be prepaid.

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| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|----------------------------|--|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
| ...*Fork River, Man.... | 42 | 84 |
|Forres, Sask..... | 51 | 1.02 |
|Forrest, Man..... | 39 | 78 |
| Via Chater | | |
|Forslund, Sask..... | 44 | 94 |
| ...Fort Francis, Ont... | 44 | 88 |
| ...*Fort Garry, Man.... | 36 | 72 |
| ..Fort Qu'Appelle, Sask. | 43½ | 87 |
| ..Ft.Saskatchewan, Alta. | 57 | 1.14 |
|Fortier, Man..... | 37 | 74 |
| ..*Fort Whyte, Man. .. | 36 | 72 |
| ..Fort William, Ont. .. | 25 | 50 |
|Forward, Sask..... | 44 | 88 |
| Via Glenboro and Stoughton | | |
| Via Brandon and Stoughton | | |
|Forward, Sask..... | 44 | 48 |
| Via Moose Jaw | | |
|Foxwarren, Man..... | 40½ | 81 |
|Francis, Sask..... | 44 | 88 |
| Via Glenboro | | |
| Via Brandon | | |
|Frank, Alta. | 57 | 1.14 |
|Franklin, Man..... | 39 | 78 |
|*Fredensthal, Man... | 36 | 72 |
| ..*Freshford, Keewatin.. | 45 | 95 |
|Frobisher, Sask..... | 42½ | 85 |
| Via Glenboro | | |
| Via Deloraine | | |
| Via Brandon | | |
|Froude, Sask..... | 43 | 86 |
| Via Glenboro | | |
| Via Brandon | | |

*Flag Stations. All charges must be prepaid.

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| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|---|--|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
|*Fry's, Sask..... Via Glenboro Via Brandon | 41 | 82 |
|Gadsby, Alta..... | 58½ | 1.17 |
| ..Gainsborough, Sask.... Via Glenboro Via Deloraine | 41½ | 83 |
|Gainford, Alta..... | 59 | 1.19 |
|Galloway, Alta..... | 59 | 1.19 |
|Gap, Alta..... | 58 | 1.16 |
|*Garland, Man..... | 42 | 86 |
|Garson, Ont..... | 35 | 70 |
|*Gateside, Man..... | 39 | 78 |
| ...*Gautier Junc., Man.. Via Chater Via MacGregor | 39½ | 79 |
| ..*Gautier Junc., Man... Via Minnedosa | 39½ | 79 |
|*Genest, Man..... | 37½ | 75 |
|Gerald, Sask..... | 42 | 84 |
|Gervais, Man..... | 37 | 74 |
|Gibb's, Man..... Via Regina | 45 | 95 |
| ...Gilbert Plains, Man.... | 42 | 88 |
|Gillespie, Sask..... | 43½ | 87 |
|Gimli, Man. | 37 | 74 |
|Giroux, Man..... | 36 | 72 |
|Girvin, Sask..... | 45 | 95 |
|Gladstone, Man..... | 38 | 76 |
|Gladys, Alta..... Via Kipp | 56½ | 1.13 |

*Flag Stations. All charges must be prepaid.

Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid.

For passenger fares apply to any Canadian Pacific Railway Agent.

SETTLERS' GUIDE—1913

(Subject to Change.)

| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|---------------------------|--|------------------------------------|
| | Carloads minimum | Less than 24000 lbs Carloads |
| | Cents per 100 lbs. | |
|Gleichen, Alta..... | 55½ | 1.11 |
|Glenavon, Sask..... | 43 | 86 |
|Glenboro, Man..... | 38½ | 77 |
|*Glenbow, Alta..... | 57 | 1.14 |
|*Glencairn, Man..... | 41 | 81 |
|*Glendale, Man..... | 39 | 78 |
|Glenella, Man..... | 41 | 80 |
|Glen Ewen, Sask..... | 42 | 84 |
| Via Glenboro | | |
| Via Deloraine | | |
| Via Brandon | | |
|*Glenforsa, Man..... | 40 | 80 |
|*Glenora, Man..... | 40 | 79½ |
|Glenside, Sask..... | 48½ | 97 |
| ..*Golden Stream, Man... | 38 | 76 |
|*Gonor, Man..... | 35½ | 71 |
|Goodeve, Sask..... | 43½ | 87 |
|Goodlands, Man..... | 41 | 82 |
|*Gordon, Man..... | 36 | 72 |
|Goodwater, Sask... | 44 | 88 |
|Gorlitz, Sask..... | 44½ | 89 |
|Govan, Sask..... | 46½ | 93 |
| ..*Grande Clariere, Man. | 40 | 80 |
| ..Grand Coulée, Sask... | 45 | 90 |
| ..*Grande Pointe, Man... | 36 | 72 |
|Grandora, Sask..... | 48 | 96 |
| ...Grand View, Man... | 42 | 89 |
|Granum, Alta..... | 56 | 1.12 |
| Via Calgary | | |
| Granum, Alta..... | 56 | 1.12 |
| Via Macleod | | |

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(Subject to Change.)

| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|---------------------------|--|--------------------------|
| | Carloads minimum 24000 lbs. | Less than Carloads |
| | Cents per 100 lbs. | |
|Grassy Lake, Alta.... | 53½ | 1.07 |
|*Grays, Man..... | 39 | 78 |
|Grayson, Sask..... | 43 | 86 |
|*Greenbush, Sask.... | 44 | 90 |
| ...Greenshields, Sask.. | 53 | 1.06 |
|Greenway, Man..... | 39 | 78 |
|Gregg, Man..... | 38½ | 77 |
|Grenfell, Sask..... | 42½ | 85 |
|Gretna, Man | 37½ | 75 |
|Griffen, Sask..... | 43 | 86 |
| Via Glenboro | | |
| Via Brandon | | |
|Griswold, Man..... | 39½ | 79 |
|Grosse Isle, Man..... | 37 | 74 |
|Guernsey, Sask..... | 46 | 92 |
|Gull Lake, Sask..... | 49½ | 99 |
|Gunton, Man..... | 36½ | 73 |
| Via Sask'oon { *Gwynne } | | |
| Via Calgary { Alta.. } | 55½ | 1.11 |
|Gypsumville, Man.. | 40 | 80 |
|Hague, Sask..... | 45 | 98 |
|*Haight, Alta..... | 55 | 1.10 |
|Halboro, Man..... | 39 | 78 |
|Halbrite, Sask..... | 44 | 88 |
| Via Brandon and Estevan | | |
| Via Glenboro and Estevan | | |
| Via Deloraine | | |
|Hallam, Sask..... | | |
|Halkirk, Alta..... | 58½ | 1.17 |
|Hamiota, Man..... | 40 | 80 |

*Flag Stations. All charges must be prepaid.

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SETTLERS' GUIDE—1913

(Subject to Change.)

| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|---------------------------|--|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
|*Hamlin, Sask..... | 48 | 1.01 |
|* Harbor, Man..... | 39 | 78 |
|Harding, Man..... | 40 | 80 |
|*Hardy, Sask..... | 45 | 89 |
| Via Sask'oon { Hardisty | } 53½ | 1.07 |
| Via Calgary { Alta. | | |
|Hargrave, Man..... | 40½ | 81 |
|Hargiven, Alta | 59½ | 1.19 |
|Harris, Sask..... | 47 | 1.00 |
| ...*Harrowby, Man..... | 41½ | 83 |
|Harte, Man.,... | 38½ | 77 |
|Hartney, Man..... | 40 | 80 |
| Via Glenboro | | |
| Via Brandon | | |
| Via Carman | | |
| ...*Harwell, Sask..... | 52 | 1.05 |
|*Hatfield, Sask..... | 44 | 93 |
|*Haultain, Sask..... | 45 | 95 |
|Hawarden, Sask..... | 48 | 96 |
|Hawkins, Alta..... | 53½ | 1.07 |
| ...*Hawthorne, Sask.... | 42 | 84 |
|Hawoods, Sask.... | 48 | 95 |
|*Hayter, Alta..... | 52 | 1.04 |
|*Haywood, Man..... | 37 | 74 |
| ...*Hazelcliffe, Sask.... | 42 | 84 |
|Hazelridge, Man..... | 35 | 70 |
| ...*Headingley, Man | 36 | 72 |
| Via C.N.R. | | |
|*Hearne, Sask..... | 44 | 90 |
|Heath, Alta..... | 52½ | 1.05 |

*Flag Stations. All charges must be prepaid.

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(Subject to Change.)

| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|---------------------------|--|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs | |
| ... Henry House, Alta... | 61 | 1.22 |
|*Hepburn, Sask..... | 45 | 1.00 |
|Herbert, Sask..... | 48 | 96 |
|Herschel, Sask..... | 54 | 1.08 |
|Heward, Sask..... | 43 | 86 |
| Via Glenboro | | |
| Via Brandon | | |
|High Bluff, Man..... | 37 | 74 |
|*Highgate, Sask..... | 48 | 1.05 |
| Via Calgary { High River | } 57½ | 1.15 |
| Via Macleod { Alta.... | | |
|*Hilbre, Man..... | 39½ | 79 |
|Hillcrest, Alta..... | 57 | 1.14 |
| Via Lethbridge | | |
|*Hilliard, Alta..... | 56 | 1.13 |
|*Hilton, Man..... | 39 | 78 |
|Hinton, Alta..... | 60 | 1.20 |
|*Hirsch, Sask..... | 42½ | 85 |
| Via Glenboro | | |
| Via Deloraine | | |
| Via Brandon | | |
|Hitchcock, Sask.... | 43 | 86 |
| Via Brandon and Estevan | | |
| Via Glenboro and Estevan | | |
| Via Deloraine | | |
|*Hobbema, Alta..... | 56 | 1.12 |
|Holdfast, Sask..... | 45 | 95 |
| Via Regina | | |
|Holden, Alta..... | 55 | 1.10 |
|*Holbein, Sask..... | 48 | 1.05 |
|Holland, Man..... | 38 | 76 |

*Flag Stations. All charges must be prepaid
Charges for less than carloads, whether shipments be to
Flag Stations or otherwise, must be prepaid.

For passenger fares apply to any Canadian Pacific
Railway Agent.

(Subject to Change.)

| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|--------------------------|--|--------------------------|
| | Carloads minimum 21000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
|Holmfild. Man..... | 40 | 79½ |
| Via Rosenfeld | | |
| Via Carman | | |
|Homewood, Man.... | 37 | 74 |
|*Howden, Man..... | 39 | 78 |
|Howell, Sask..... | 44 | 95 |
|Hubbard, Sask..... | 44 | 88 |
| ..Hudson Bay Jct., Sask. | 44 | 90 |
| ...Hughenden, Alta..... | 53 | 1.06 |
|*Hugo, Man..... | 38 | 76 |
|Hugonard, Sask.... | 44½ | 87 |
|Humbolt, Sask..... | 43 | 95 |
|*Hume, Sask..... | 43½ | 87 |
| Via Glenboro | | |
| Via Brandon | | |
| ...*Humerston, Man.... | 39 | 78 |
|*Hyas, Sask..... | 44 | 89 |
|*Husavick, Man.... | 37 | 74 |
|Imperial, Sask..... | 47 | 96 |
| Via Regina | | |
|Imrie, Alta..... | 59½ | 1.20 |
|*Indi, Sask..... | 45 | 95 |
| ..Indian Head, Sask. .. | 43½ | 87 |
| .*Indian Springs, Man.. | 39 | 78 |
|Ingelow, Man..... | 58½ | 1.17 |
|Ingolf, Ont..... | 33½ | 67 |
|Inland, Alta..... | 55 | 1.10 |
|Innisfail, Alta..... | 57½ | 1.15 |
|Innisfree, Alta..... | 54 | 1.12 |
|*Insinger, Sask.... | 43½ | 87 |

*Flag Stations. All charges must be prepaid.

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(Subject to Change.)

| — TO — | | From C. P. Ry. Stations in Ontario Shurbot Lake and West. | |
|--------------|----------------------|--|--------------------------|
| | | Carloads minimum 24000 lbs | Less than Carloads |
| | | Cents per 100 lbs. | |
| .... | Interlachen, Alta... | 61 | 1.22 |
| ..... | Inverlake, Alta... | 56½ | 1.13 |
| ..... | Invermay, Sask.... | 43 | 95 |
|* | Inwood, Man..... | 37 | 74 |
| ..... | Irma, Alta..... | 53½ | 1.07 |
| ..... | Irricana, Alta..... | 57 | 1.14 |
| ..... | Irvine, Alta..... | 51½ | 1.03 |
| ..... | Isabella, Man..... | 40½ | 81 |
| ..... | Islay, Alta..... | 52 | 1.11 |
| ..... | Ituna, Sask..... | 44½ | 89 |
|* | Jameson, Sask..... | 44 | 88 |
| ..... | Jansen, Sask..... | 45½ | 91 |
| ..... | Jarrow, Sask..... | 54 | 1.08 |
| ..... | Jasmin, Sask..... | 44½ | 89 |
|* | Jordan, Man..... | 39 | 78 |
|* | Julius, Man..... | 34½ | 69 |
| ..... | Juniata, Sask..... | 48½ | 97 |
| ..... | Junkins, Sask..... | 59½ | 1.18 |
| ..... | Justice, Man..... | 39 | 78 |
|* | Kaiser, Sask..... | 43 | 86 |
| Via Glenboro | | | |
|* | Kalmar, Ont..... | 33 | 66 |
| ..... | Kamsack, Sask..... | 42 | 92 |
|* | Kananaskis, Alta... | 58 | 1.16 |
| .... | Kandahar, Sask.... | 45 | 90 |
|* | Kane, Man..... | 39 | 78 |
|* | Katrim, Man..... | 38 | 76 |
| | Keddleston, Sask.... | 45 | 95 |
| Via Regina | | | |

*Flag Stations. All charges must be prepaid.

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(Subject to Change.)

| — TO — | From C. P. Ry. Stations in Ontario Shorbot Lake and West. | |
|---------------------------|--|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
| Keeler, Sask..... | 46½ | 93 |
| Kecwatin, Ont..... | 32½ | 65 |
| *Keith, Alta..... | 57 | 1.14 |
| Kelliker, Sask..... | 44½ | 89 |
| Kelloe, Man..... | 40 | 80 |
| Kelwood, Man..... | 40 | 80 |
| Kelso, Sask..... | 42 | 84 |
| Kemnay, Man..... | 39 | 78 |
| Kenaston, Sask..... | 45 | 95 |
| Kendal, Sask..... | 43 | 86 |
| Kennedy, Sask..... | 42 | 84 |
| Via Glenboro | | |
| Via Brandon | | |
| Kenora, Ont..... | 32½ | 65 |
| Kenton, Man..... | 40 | 80 |
| Kenville, Man..... | 43 | 86 |
| Keoma, Alta..... | 56½ | 1.13 |
| Kerrobert, Sask.... | 53 | 1.06 |
| Via Mecklin | | " |
| *Keppel, Sask..... | 48½ | 97 |
| Keston, Alta..... | 59½ | 1.22 |
| Keyes, Man..... | 38 | 76 |
| Khedive, Sask..... | 44 | 88 |
| Via Glenboro & Stoughton | | |
| Via Brandon & Stoughton | | |
| Khedive, Sask..... | 44 | 88 |
| Via Moose Jaw | | |
| Killalee, Sask..... | 43 | 86 |
| Via Saskatoon } Killam, | 54 | 1.08 |
| Via Calgary } Alta.. | | |

*Flag Stations. All charges must be prepaid.

Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid

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(Subject to Change.)

| — TO — | From C. P. Ry Stations in Ontario Sharbot Lake and West. | |
|----------------------------|---|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
|Killarney, Man..... | 40 | 80 |
| ...*Kilwinning, Sask... | 49 | 1.01 |
|*Kincorth, Man..... | 51 | 1.02 |
|Kindersley, Sask..... | 50 | 1.10 |
|Kingman, Alta..... | 55 | 1.10 |
|*Kininvie, Alta..... | 53½ | 1.07 |
|Kinistino, Sask..... | 45 | 95 |
|Kinsella, Alta..... | 54 | 1.18 |
|*Kinley, Sask..... | 48½ | 97 |
|Kipling, Sask..... | 43 | 86 |
|Kipp, Alta..... | 55 | 1.10 |
|*Kirkcaldy, Alta.... | 56 | 1.12 |
| Via Kipp | | |
|Kirkella, Man..... | 41 | 82 |
|Kisbey, Sask..... | 42 | 84 |
| Via Glenboro | | |
| Via Brandon | | |
|Knox, Man..... | 39 | 78 |
|Kitscoty, Alta..... | 52 | 1.11 |
|Komarno, Man.... | 37 | 74 |
|Kreuzberg, Man.... | 37 | 74 |
|Kronau, Sask..... | 44½ | 89 |
| Via Glenboro | | |
|*Kuroki, Sask..... | 43 | 95 |
|*Kylemore, Sask.... | 43 | 95 |
| ..*La Broquerie, Man... | 36 | 72 |
| ..Lac du Bonnet, Man... | 35½ | 71 |
|Lacombe, Alta..... | 57 | 1.14 |
| ...*Ladysmith, Man... | 39 | 78 |
|Laggan, Alta..... | 59½ | 1.19 |

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(Subject to Change.)

| — To — | From C. P. Ry. Stations in Ontario Sharbot Lake and West | |
|----------------------------|---|--------------------------|
| | Carloads minimum 24000 lbs. | Less than Carloads |
| | Cents per 100 lbs. | |
|Laird, Sask. | 45 | 1.00 |
|Lajord, Sask. | 44 | 88 |
| Via Glenboro | | |
| ..*Lake Frances, Man.... | 37 | 74 |
|Lamont, Alta, | 56 | 1.13 |
|Lampman, Sask.... | 43 | 86 |
|Landis, Sask. | 49½ | 99 |
|*Landseer, Man.... | 38 | 76 |
|Lang, Sask. | 44½ | 89 |
| Via Glenboro and Stoughton | | |
|Lang, Sask. | 44½ | 89 |
| Via Moose Jaw | | |
| ...Lang Bank, Sask.... | 42 | 84 |
|Langdon, Alta. | 56 | 1.12 |
|Langenburg, Sask... | 41½ | 83 |
|Langham, Sask.... | 44 | 95 |
|Lanigan, Sask. | 44 | 92 |
|La Rivière, Man.... | 38½ | 77 |
|La Salle, Man.... | 36 | 72 |
|Lashburn, Sask.... | 50 | 1.10 |
|*Lathom, Alta. | 54½ | 1.09 |
|¶Lauder, Man. | 40 | 80 |
| Via Glenboro | | |
|Laura, Sask. | 47 | 1.00 |
|Laurier, Man.... | 41 | 83 |
|*Lavenham, Man.... | 39 | 78 |
|*Lavinia, Man. | 40½ | 81 |
|Lavoy, Alta. | 54 | 1.12 |
|Lazera, Man.... | 40½ | 81 |
| ...*Lea Hurst, Alta. ... | 57½ | 1.15 |

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(Subject to Change.)

| | | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|----------------------------|-----------------------|--|--------------------------|
| — TO — | | Carloads minimum 24000 lbs | Less than Carloads |
| | | Cents per 100 lbs | |
| ..... | Leaman, Alta..... | 59½ | 1.23 |
| ..... | *Leary's, Man..... | 39 | 78 |
| ..... | Leask, Sask..... | 49 | 1.02 |
| ..... | Lebret, Sask..... | 44 | 88 |
| ..... | *Leckford, Sask.... | 35 | 98 |
| ..... | Leduc, Alta, | 56½ | 1.13 |
| ..... | *Legal, Alta..... | 58 | 1.16 |
| ..... | Lemberg, Sask..... | 43½ | 87 |
| ..... | *Lena, Man..... | 40 | 79½ |
| ..... | Leney, Sask..... | 48½ | 97 |
| ..... | Lenore, Man..... | 40 | 80 |
| ..... | *Leon, Man..... | 39 | 78 |
| ..... | Leross, Sask..... | 44½ | 89 |
| ..... | *Leslie, Sask..... | 44½ | 89 |
| ..... | Lcstock, Sask..... | 44½ | 89 |
| ..... | Letellier, Man..... | 36 | 72 |
| ..... | Lethbridge, Alta.... | 54½ | 1.09 |
| ..... | Levine, Man..... | 39½ | 79 |
| ..... | Liberty, Sask..... | 45 | 95 |
| Via Regina | | | |
| ..... | Lipton, Sask..... | 44½ | 89 |
| ..... | Lloydminster, Alta... | 52 | 1.11 |
| ..... | Lockwood, Sask..... | 47 | 94 |
| ..... | *Loreburn, Sask.... | 48 | 96 |
| ..... | Lorette, Man..... | 36 | 72 |
| Via Saskatoon } Lougheed } | | | |
| Via Calgary } Alta... } | | 54 | 1.08 |
| | *Louise, Man..... | 40 | 79½ |
| | *Lovat, Sask..... | 43 | 86 |

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| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West | |
|--|---|---------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads. |
| | Cents per 100 lbs. | |
|Lowe Farm Man.... | 39 | 78 |
| Via Winnipeg | | |
|Lumsden, Sask..... | 45 | 95 |
|*Lundar, Man..... | 38 | 76 |
|Lundbreck, Sask.... | 56½ | 1.13 |
| Via Lethbridge | | |
|Luseland, Sask..... | 52½ | 1.05 |
|*Luxton, Sask.... | 43 | 86 |
|*Lydiatt, Man.... | 35 | 70 |
|Lyleton, Man..... | 42 | 84 |
|*McArthur, Man.... | 39 | 78 |
|*McAuley, Man.... | 41 | 82 |
|McConnell, Man.... | 40½ | 81 |
|McCreary..... | 41 | 82 |
|*McGee, Sask..... | 49 | 1.05 |
|McLean, Sask..... | 44 | 88 |
|McLeans, Man..... | 42 | 92 |
|McNutt, Sask..... | 42 | 87 |
|*McOwan, Sask.... | 49 | 1.02 |
|McTaggart, Sask.... | 44 | 88 |
| Via Glenboro or Brandon and Stoughton | | |
|McTaggart, Sask..... | 44 | 88 |
| Via Moose Jaw | | |
|*McTavish, Man.... | 36 | 72 |
| ..Macdonald, Man. ... | 37½ | 75 |
|*Macdowall, Sask.... | 45 | 98 |
|MacGregor, Man.... | 37½ | 75 |
|MacKay, Alta..... | 60 | 1.24 |

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(Subject to Change.)

| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|--------------------------|--|--------------------------|
| | Carloads minimum 24000 lbs. | Less than Carloads |
| | Cents per 100 lbs. | |
| Via Calgary { Macloed | 55½ | 1.11 |
| Via Lethbridge { Alta. } | | |
|Macklin, Sask..... | 51½ | 1.03 |
| ...*Mackorie, Sask..... | 47 | 1.00 |
|Macoun, Sask..... | 43½ | 87 |
| Via Glenboro and Estevan | | |
| Via Brandon and Estevan | | |
| Via Deloraine | | |
|Mafeking, Man..... | 43 | 86 |
|Magrath, Alta..... | 59½ | 1.31 |
|Maidstone, Sask.... | 50 | 1.10 |
|*Mair, Sask..... | 42 | 84 |
|*Makaroff, Man..... | 42 | 92 |
|Makinak, Man..... | 41 | 84 |
|Manitou, Man..... | 38½ | 77 |
|Manor, Sask..... | 41½ | 83 |
| Via Glenboro | | |
| Via Brandon | | |
|*Manson, Man..... | 41 | 82 |
|Manville, Alta..... | 54 | 1.12 |
|*Maon, Man..... | 40 | 80 |
| ...Maple Creek, Sask.... | 50½ | 1.01 |
|*Maples, Man..... | 40 | 80 |
|Marcelin, Sask.... | 49 | 1.02 |
|Marchand, Man..... | 36 | 72 |
| ...*Marchwell, Sask..... | 41½ | 83 |
|Marengo, Sask.... | 52 | 1.05 |
|Margaret, Man..... | 40 | 80 |
|*Margo, Sask..... | 43 | 95 |
| ...Marieapolis, Man. ... | 39 | 78 |

*Flag Stations. All charges must be prepaid.
Charges for less than carloads, whether shipments be to
Flag Stations or otherwise, must be prepaid.

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(Subject to Change.)

| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|---------------------------|--|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
|Markinch, Sask..... | 45 | 90 |
|Marquette, Man..... | 36½ | 73 |
|Marquis, Sask..... | 46½ | 93 |
|Marshall, Sask..... | 50 | 1.10 |
| ...*Martinville, Man.... | 39 | 78 |
|Maryfield, Sask..... | 41 | 82 |
| Via Glenboro | | |
| Via Brandon | | |
| Via Arizona | | |
|Mather, Man..... | 39½ | 79 |
|*Mayfeld, Man..... | 39 | 78 |
|Maymont, Sask..... | 46 | 1.00 |
|Mead, Sask..... | 48½ | 97 |
|Meadows, Man..... | 36½ | 73 |
|*Meanook, Alta.... | 60 | 1.20 |
| ..Medicine Hat, Alta.. | 52 | 1.04 |
| ..Medicine Lodge, Alta. | 50 | 1.18 |
|Medora, Man..... | 41 | 82 |
| Via Rosenfeld | | |
| ..*Meeting Creek, Alta.. | 56½ | 1.13 |
|Mehan, Sask..... | 44 | 88 |
|*Meharry, Man..... | 42 | 90 |
|*Melbourne, Man.... | 38 | 76 |
|Melfort, Sask..... | 44 | 90 |
|Melita, Man..... | 40½ | 81 |
| Via Glenboro | | |
| Via Deloraine | | |
| Via Brandon | | |
|Melville, Sask..... | 43 | 86 |
|*Menismo, Man..... | 36 | 72 |
| ..*Mennon, Sask. | 45 | 95 |

*Flag Stations. All charges must be prepaid
Charges for less than carloads, whether shipments to be
Flag Stations or otherwise, must be prepaid.

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Railway Agent.

(Subject to Change.)

| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West | |
|--|---|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
|*Menteith, Man..... Via Glenboro Via Brandon | 40 | 80 |
| ...*Mentmore, Man..... | 39 | 78 |
|*Menzie, Man..... | 40 | 80 |
|Meota, Sask..... | 49 | 1.02 |
|*Merid, Sask..... | 53 | 1.05 |
|*Merle, Man..... | 40 | 80 |
| ...Methven, Man..... Via Glenboro | 39 | 78 |
|Methven Jct., Man... | 39 | 78 |
| ...Metiskow, Alta..... | 52½ | 1.05 |
|Miami, Man..... | 39 | 78 |
|Midale, Sask..... Via Brandon and Estevan Via Glenboro and Estevan Via Deloraine | 43½ | 87 |
| ..*Middlechurch, Man... | 36 | 72 |
| Via Calgary } *Midnapore Via Kipp } Alta..... | 57 | 1.14 |
| Via Macleod } | 57 | 1.14 |
| Miette Hot Springs, Alta | 60½ | .20 |
|Mikado, Sask..... | 43 | 95 |
| ...Milestone, Sask..... Via Glenboro, or Brandon] and Stoughton | 44½ | 89 |
| ...Milestone, Sask Via Moose Jaw | 44½ | 89] |
| ...Milk River, Alta..... | 55 | 1.10 |
|Millet, Alta..... | 56 | 1.12 |
|*Millwood, Man..... | 41 | 82 |
|*Milner, Man..... | 35 | 70 |

*Flag Stations. All charges must be prepaid.

Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid.

For passenger fares apply to any Canadian Pacific Railway Agent.

(Subject to Change.)

| — TO — | From C. P. Ry. Stations in Ontario Snarbot Lake and West. | |
|----------------------------|--|--------------------------|
| | Carloads minimum 24000 lbs. | Less than Carloads |
| | Cents per 100 lbs. | |
|*Minburn, Alta..... | 54 | 1.12 |
|Miniota, Man..... | 40½ | 81 |
|Minitonas, Man..... | 42 | 86 |
|Minnedosa, Man..... | 39 | 78 |
|Minto, Man. | 40 | 80 |
|Mirror, Alta..... | 57½ | 1.15 |
|Mistatim, Sask..... | 44 | 90 |
|*Mitford, Alta..... | 57½ | 1.15 |
|*Moline, Man..... | 39½ | 79 |
|*Molson, Man..... | 35 | 70 |
|Monarch, Alta..... | 55 | 1.10 |
|Montmarte, Sask.... | 43 | 86 |
|*Moore, Man..... | 36 | 72 |
|Moore Park, Man... | 39 | 78 |
| ..*Moosehorn, Man.... | 39½ | 79 |
|Moose Jaw, Sask.... | 45½ | 91 |
|Moosomin, Sask..... | 41 | 82 |
|Morden, Man. | 38 | 76 |
|Morinville, Alta..... | 58 | 1.14 |
|Morley, Alta. | 57½ | 1.15 |
| ..*Morningside, Alta. . | 56½ | 1.13 |
|*Morrin, Alta..... | 58 | 1.18 |
|Morris, Man..... | 36 | 72 |
|Morse, Sask..... | 47½ | 95 |
|Mortlach, Sask..... | 46½ | 93 |
|Mowbray, Man..... | 39½ | 79 |
|*Mozart, Sask..... | 44½ | 89 |
|Muenster, Sask..... | 43 | 95 |
| ...*Mulvihill, Man..... | 38½ | 79 |

*Flag Stations. All charges must be prepaid.

Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid.

For passenger fares apply to any Canadian Pacific Railway Agent.

(Subject to Change.)

| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West | |
|----------------------------|---|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
|*Munroe, Man..... | 39 | 78 |
|Mundare, Alta..... | 56 | 1.13 |
|Munson, Alta..... | 58 | 1.18 |
|*Murphys, Sask..... | 44 | 90 |
| ...*Murray Park, Man.. | 36 | 72 |
|Muscow, Sask..... | 44 | 88 |
|Myra, Man..... | 29½ | 79 |
|Myrtle, Man..... | 39 | 78 |
|*Naisberry, Sask..... | 44 | 90 |
|Namaka, Alta..... | 55½ | 1.11 |
| Via Calgary { Nanton, | 57 | 1.14 |
| Via Macleod { Alta... } | | |
|Napinka, Man..... | 41 | 82 |
| Via Glenboro | | |
| Via Brandon | | |
| Via Rosenfeld | | |
|*¶Naples, Man..... | 40½ | 81 |
|*Naseby, Sask..... | 49½ | 99 |
|*Navin, Man..... | 36 | 72 |
|*Neelby, Sask..... | 42½ | 85 |
| Via Glenboro | | |
|Neelin, Man..... | 40 | 79½ |
|Neepawa, Man..... | 39 | 78 |
| *Neepawa Junc., Man.. | 38 | 76 |
| Via C. P. and Saskatoon | | |
|Neola, Sask..... | 49 | 98 |
|*Nepas, Sask..... | 45 | 92 |
|Nesbitt, Man..... | 39 | 78 |
|Nestor, Sask..... | 59 | 48 |
| Via Glenboro | | |

*Flag Stations. All charges must be prepaid.
Charges for less than carloads, whether shipments be to
Flag Stations or otherwise, must be prepaid.

For passenger fares apply to any Canadian Pacific
Railway Agent.

(Subject to Change.)

| — TO — | | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|--------|-------------------------|--|--------------------------|
| | | Carloads minimum 24000 lbs | Less than Carloads |
| | | Cents per 100 lbs. | |
|* | Nestow, Alta..... | 59 | 1.18 |
| ... | Netherhill, Sask..... | 50 | 1.10 |
|* | Netley, Man..... | 36½ | 73 |
| ..... | Neudorf, Sask..... | 43½ | 87 |
|* | Nevis, Alta..... | 57½ | 1.15 |
|* | New Dayton, Alta.... | 55 | 1.10 |
| ... | Newdale, Man..... | 39½ | 79 |
|* | †Newstead, Man..... | 39½ | 79 |
|* | Newton, Man..... | 37 | 74 |
| ... | New Norway, Alta.. | 56 | 1.12 |
| ..... | Nightingale, Sask.... | 57 | 1.14 |
| ..... | Ninette, Man..... | 40 | 80 |
| ..... | Ninga, Man..... | 40 | 80 |
| ..... | Nisku, Alta..... | 60 | 1.25 |
| ..... | Nitou, Alta..... | 60 | 1.25 |
| ..... | Niverville, Man..... | 36 | 72 |
| ..... | Noble, Alta..... | 55 | 1.10 |
| | Via Kipp | | |
| ..... | Nokomis, Sask..... | 46½ | 93 |
|* | Norgate, | 40 | 80 |
| ..... | Norman, Man..... | 29½ | 79 |
| ... | *Norquay, Sask.... | 44 | 89 |
| . | North Battleford, Sask. | 46 | 1.00 |
| . | North Edmonton, Alta.. | 57 | 1.14 |
| . | North Portal, Sask .. | 43½ | 87 |
| | Via Glenboro | | |
| | Via Deloraine | | |
| | Via Brandon | | |
|* | Novra, Man..... | 43 | 86 |
| ..... | Nutana, Sask..... | 45 | 95 |

*Flag Stations. All charges must be prepaid.

Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid.

For passenger fares apply to any Canadian Pacific Railway Agent.

(Subject to Change.)

| | | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|-----------------------------|-----------------------|--|--------------------------|
| — TO — | | Carloads minimum 24000 lbs | Less than Carloads |
| | | Cents per 100 lbs | |
| .... | Oakbank, Man. | 35½ | 71 |
| .... | *Oak Bluff, Man. | 37 | 74 |
| .... | Oakburn, Man. | 40 | 80 |
| .... | Oak Lake, Man. | 40 | 80 |
| .... | Oakner, Man. | 40 | 80 |
| ... | Oak Point, Man. | 37 | 74 |
| .... | Oak River, Man. | 39½ | 79 |
| .... | *Oakshela, Sask. | 42½ | 85 |
| .... | Oakville, Man. | 37 | 74 |
| ..... | Oban, Sask. | 49½ | 99 |
| ..... | Obed, Alta. | 59½ | 1.19 |
| ..... | Oberon, Man. | 38½ | 77 |
| ... | Ochre River, Man. ... | 41 | 85 |
| ..... | Odessa, Sask. | 44 | 88 |
| ..... | Ogema, Sask. | 44½ | 80 |
| Via Glenboro and Stoughton | | | |
| Via Brandon and Stoughton | | | |
| ..... | Ogema, Sask. | 44½ | 89 |
| Via Moose Jaw | | | |
| ..... | *Ogilvie, Man. | 39 | 77 |
| Via Calgary { Ohaton, } | | | |
| Via Saskatoon { Sask. ... } | | 55 | 1.10 |
| Via Calgary { Okotoks, } | | | |
| Via Kipp { } | | | |
| Via Macleod { Alta .. } | | 57 | 1.15 |
| .... | Olds, Alta. | 58 | 1.16 |
| ..... | *Oliver, Alta. | 57 | 1.14 |
| ..... | *Onah, Man. | 39 | 78 |
| ..... | *Orcadia, Sask. | 43 | 86 |

*Flag Stations. All charges must be prepaid.

Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid.

For passenger fares apply to any Canadian Pacific Railway Agent.

(Subject to Change.)

| — TO — | From C. P. Ry. Stations in Ontario Shorbot Lake and West. | |
|---------------------------------------|--|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
|*Orrville, Man..... | 40 | 80 |
|Osage, Sask. | 43½ | 87 |
| Via Glenboro | | |
|*Osborne, Man..... | 36 | 72 |
|*Osgood, Sask..... | 44 | 90 |
|Osler Sask. | 45 | 95 |
|Otley, Alta..... | 60 | 1.26 |
| ...*Otsoquen, Sask.... | 45 | 93 |
|-Otthon, Sask..... | 43½ | 87 |
|Otterburn, Man..... | 36 | 72 |
|Outlook, Sask..... | 48½ | 97 |
|Oxbow, Sask..... | 42 | 84 |
| Via Glenboro | | |
| Via Deloraine | | |
| Via Brandon | | |
|*Ozada, Alta..... | 58 | .16 |
|Palo, Sask..... | 49½ | 99 |
|Pangman, Sask..... | 44 | 88 |
| Via Glenboro Brandon and Stoughton | | |
|Pangman, Sask.... | 44 | 88 |
| Via Moose Jaw | | |
|Parkbeg, Sask..... | 46½ | 93 |
|Parkgate, Alta..... | 60½ | 1.21 |
| Via Calgary { *Parkland } | | |
| Via Macleod { Alta... } | 56½ | 1.13 |
|Parkman, Sask.... | 42 | 84 |
|*Parkside, Sask.... | 40 | 1.01 |
|*Parkview, Man..... | 36 | 72 |
|*Parry, Sask..... | 44 | 88 |

*Flag Stations. All charges must be prepaid.

Charges for less than carloads, whether shipments be to
Flag Stations or otherwise, must be prepaid.

For passenger fares apply to any Canadian Pacific
Railway Agent.

(Subject to Change.)

| — TO — | From C. P. Ry Stations in Ontario Sharbot Lake and West | |
|---------------------------|--|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
| ... Pashley, Alta. | 52 | 1.14 |
|*Paswegin, Sask.... | 43 | 95 |
|Pasqua, Sask..... | 45½ | 91 |
|*Patrick, Sask. | 44½ | 88 |
|*Paulson, Man..... | 41 | 86 |
|Paynton, Sask..... | 48 | 1.05 |
|Pearce, Alta..... | 55½ | 1.11 |
|Pedley, Alta..... | 59½ | 1.19 |
|Peers, Alta..... | 60 | 1.26 |
|*Peesane, Sask. | 44 | 90 |
|*Peigan, Alta..... | 55½ | 1.11 |
| Via Lethbridge | | |
|Pelly, Sask. | 44 | 87 |
|*Pendennis, Man.... | 39½ | 79 |
|Penhold, Alta..... | 57½ | 1.15 |
|Pense, Sask. | 45 | 90 |
|Penzance, Sask..... | 45 | 95 |
| Via Regina | | |
|*Percival, Sask..... | 42 | 84 |
|Perdue, Sask. | 48½ | 97 |
|*Perryvale, Alta.... | 60 | 1.20 |
|*Petrel, Man..... | 39 | 78 |
|*Pettapiece, Man.... | 39½ | 79 |
|Phillips, Alta..... | 54 | 1.08 |
|Phippen, Sask..... | 50½ | 1.01 |
|*Piapot, Sask..... | 50 | 1.00 |
|Pierson, Man..... | 41 | 82 |
| Via Glenboro | | |
| Via Deloraine | | |
| Via Brandon | | |

*Flag Stations. All charges must be prepaid.

Charges for less than carloads, weether shipments be to Flag Stations or otherwise must be prepaid.

For passenger fares apply to any Canadian Pacific Railway Agent.

(Subject to Change.)

| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West | |
|----------------------------|---|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
| ... Pilot Butte, Sask..... | 44 | 89 |
| .. Pilot Mound, Man. . . | 39 | 78 |
| Pincher, Alta..... | 56 | 1.12 |
| Via Lethbridge | | |
|*Pine Creek, Man.... | 48 | 76 |
|*Pine River, Man.... | 42 | 86 |
|*Pinkham, Sask.... | 51 | 1.05 |
|*Pinkie, Sask..... | 45 | 90 |
|*Pinto, Sask | 43½ | 87 |
| Via Glenboro | | |
| Via Deloraine | | |
| Via Brandon | | |
| Pipestone, Man..... | 40 | 80 |
| Via Glenboro | | |
| Via Brandon | | |
| ... Pleasant Point, Man... | 39 | 78 |
| Plumas, Man..... | 40 | 78 |
| .. Plum Coulée, Man... | 37½ | 73 |
| Plunkett, Sask | 46½ | 93 |
| ...*Polwarth, Sask..... | 49 | 1.02 |
|*Ponemah, Man..... | 37 | 74 |
| Ponoka, Alta..... | 56½ | 1.13 |
| Poe, Alta..... | 55 | 1.10 |
| Pope, Man..... | 40 | 80 |
| .. Poplar Point, Man. . . | 36½ | 73 |
| . Portage la Prairie, Man. | 37 | 74 |
| Port Arthur, Ont..... | 25 | 50 |
|*Powell, Man..... | 43 | 86 |
| ...*Prairie River, Sask.. | 44 | 90 |
|*Pratt, Man..... | 39 | 78 |

*Flag Stations. All charges must be prepaid.

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(Subject to Change.)

| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West | |
|--|---|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
| ... Preeceville, Sask.... | 44 | 90 |
|*Primate, Sask..... | 52 | 1.04 |
|*Prince, Sask..... | 49 | 1.02 |
| Prince Albert, Sask.. | 46 | 1.00 |
| Provost, Alta..... | 52 | 1.04 |
| Punnichy, Sask.... | 45 | 90 |
| ..*Purple Springs, Alta... | 53½ | 1.07 |
| Purves, Man..... | 39 | 78 |
|*Pym, Sask..... | 47 | 1.00 |
| ... Qu'Appelle, Sask. ... | 44 | 88 |
| Quill Lake, Sask.... | 43 | 95 |
| Quinton, Sask..... | 40 | 90 |
| Radisson, Sask.... | 45 | 1.00 |
|*Radium, Sask..... | 44 | 94 |
| Via Regina | | |
|*Radnor, Alta..... | 57½ | 1.15 |
| Radville, Sask.... | 44 | 88 |
|*Raith, Alta..... | 56 | 1.13 |
|*Raley, Alta..... | 61½ | 1.41 |
|*Ralph, Sask..... | 44 | 88 |
| Via Brandon and Estavan via Deloraine | | |
| Ralph, Sask..... | 44 | 88 |
| Via Stoughton and Weyburn | | |
|*Ralston, Man..... | 40 | 80 |
|*Rama, Sask..... | 43 | 95 |
|*Ranfurly, Alta..... | 54 | 1.12 |
|Rapid City, Man..... | 39½ | 79 |
| Via MacGregor Via Chater | | |

*Flag Stations. All charges must be prepaid.

Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid

For passenger fares apply to any Canadian Pacific Railway Agent.

SETTLERS' GUIDE—1913

(Subject to Change.)

| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West | |
|---------------------------|---|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
|Rapid City, Man.... | 39½ | 79 |
| Via Minnedosa | | |
|Rathwell, Man..... | 37½ | 75 |
|Raymond, Alta..... | 58½ | 1.25 |
|Raymore, Sask..... | 46 | 92 |
|Reaburn, Man..... | 36½ | 73 |
|Reaper, Man..... | 53 | 1.06 |
|Redcliff, Alta..... | 52½ | 1.05 |
|Red Deer, Alta..... | 57½ | 1.15 |
| ...*Red Jacket, Sask... | 41½ | 83 |
|Redvers, Sask. | 41 | 82 |
| Via Glenboro | | |
|Red Willow, Alta... | 57 | 1.15 |
|Reford, Sask..... | 50 | 1.00 |
|Regina, Sask..... | 44 | 89 |
| *Regina Beach, Sask.. | 45 | 95 |
|*Reids, Man..... | 39 | 78 |
|*Reliance, Alta..... | 54 | 1.08 |
|Rembrant, Man.... | 37½ | 75 |
|Rennie, Man..... | 34 | 68 |
|Renown, Sask..... | 44 | 94 |
| Via Regina | | |
|Reston, Man..... | 40 | 80 |
|Rhien, Sask..... | 43 | 91 |
|*Rhodes, Man..... | 40 | 80 |
|*Rhyl, Sask..... | 48½ | 97 |
| ..*Richardson, Sask.. | 44½ | 89 |
| Via Glenboro | | |
|Ridgeville, Man.... | 36 | 72 |
| *Riding Mountain, Man.. | 40 | 80 |

*Flag Stations. All charges must be prepaid.

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(Subject to Change.)

| — TO — | From C. P. Ry Stations in Ontario Sharbot Lake and West. | |
|---|---|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
| Ridpath, Sask..... | 48 | 1.05 |
|*Rignold, Man..... | 38 | 76 |
|*Riordan, Man..... | 36 | 72 |
|*Ritchie, Sask..... | 45 | 80 |
|*River Bend, Alta... | 57 | 1.14 |
|*Riverdale, Man..... | 40 | 80 |
| Via MacGregor Via Chater | | |
|*Riverdale, Man..... | 40 | 80 |
| Rivers, Man... .. | 39½ | 79 |
| Roblin, Man..... | 42 | 92 |
| Rocanville, Sask..... | 41½ | 83 |
| Roche Percée, Sask... Via Glenboro Via Deloraine Via Brandon | 43 | 86 |
|*Pochester, Alta.... | 59 | 1.18 |
| Rockhaven, Sask.... | 50½ | 1.01 |
|*Roddick, Sask..... | 45 | 98 |
|*Roe, Sask..... | 45 | 89 |
| Rokeby, Sask..... | 42½ | 85 |
| Roland, Man..... | 39 | 78 |
|*Roscoe, Sask..... | 43 | 86 |
| Rosebank, Man..... | 39 | 78 |
| Roseisle, Man..... | 39 | 78 |
| Rosenfeld, Man..... | 37 | 74 |
| Rosetown, Sask. via C.P. do Via C. N., | 47 | 1.00 |
| Rosvear, Alta... .. | 60½ | 1.27 |
| Rossburn, Man..... | 40 | 80 |

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Railway Agent.

(Subject to Change.)

| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|--|--|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
| Rosburn Jct., Man... | 39 | 78 |
| ... Rossendale, Man... | 39 | 78 |
| ... Rosser, Man..... | 36 | 72 |
| ... Rosthern, Sask..... | 45 | 98 |
| ... Rosyth Alta..... | 53½ | 1.07 |
| ... Rouleau, Sask..... | 45 | 90 |
| Via Glenboro or Brandon and Stoughton | | |
| ... Rouleau, Sask..... | 45 | 90 |
| Via Moose Jaw | | |
| ... Rounderop, Alta... | 59½ | 1.19 |
| ... Roundhill, Alta.... | 55 | 1.10 |
| ... Rounthwaite, Man... | 39 | 78 |
| ... *Routledge, Man... | 40 | 80 |
| ... Rowley, Alta..... | 58 | 1.17 |
| ... *Ruby Lake, Sask... | 45 | 92 |
| ... Ruddell, Sask..... | 46 | 1.00 |
| ... Rufford, Man..... | 39½ | 79 |
| ... *Rumsey, Alta..... | 58 | 1.17 |
| ... *Runnymede, Sask... | 42 | 92 |
| ... Rush Lake, Sask... | 48 | 96 |
| ... Russell, Man..... | 41½ | 83 |
| ... *Rutland, Sask..... | 51 | 1.02 |
| ... *Ryerso... Sask.... | 41½ | 83 |
| ... Ryley, Alta..... | 55 | 1.10 |
| ... Saltcoats, Sask... | 42½ | 85 |
| ... Salvador, Sask..... | 52½ | |
| ... *Sandilands, Man... | 36 | 72 |

*Flag Stations. All charges must be prepaid.

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(Subject to Change.)

| | | From C. P. Ry. Stations in Ontario Sharbot Lake and West | |
|------------------------|-----------|---|--------------------------|
| -- TO -- | | Carloads minimum 24000 lbs | Less than Carloads |
| | | Cents per 100 lbs. | |
| Via Calgary | *Sand- | 57 | 1.14 |
| Via Kipp | stone, | | |
| Via Macleod | Alta | | |
| ...*Sandy Lake, Man | ... | 40 | 80 |
|Sanford, Man | ..... | 37 | 74 |
|Saskatoon, Sask | ..... | 45 | 95 |
|*Sawback, Alta | ... | 59 | 1.18 |
|Searth, Man | ..... | 40 | 80 |
| ..Schwitzer Jet, Man.. | | 40 | 80 |
| Via Glenboro | | | |
| Via Brandon | | | |
|*Selater, Man | ..... | 42 | 86 |
|*Scollard, Alta | ..... | 58 | 1.17 |
|*Sectford, Alta | ..... | 56 | 1.13 |
|Scott, Sask | ..... | 50 | 1.00 |
|*Secretan, Sask | ..... | 47 | 94 |
| Via Saskatoon | Sedgewick | 54 | 1.08 |
| Via Calgary | Alta... | | |
|Sedley, Sask | ..... |  |  |
| Via Glenboro | | | |
|Selkirk, Man | ..... | 36½ | 73 |
|Seamans, Sask | ..... | 44 | 93 |
|Senclac, Sask | ..... | 51½ | 1.03 |
|*Service, Sask | ..... | 42½ | 84 |
| ..Seven Persons, Alta | ... | 52½ | 1.05 |
|Seward, Sask | ..... | 48½ | 97 |
|Sewell, Man | ..... | 38½ | 77 |
|*Shanawan, Man | .... | 36 | 72 |

*Flag Stations. All charges must be prepaid.

Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid

For passenger fares apply to any Canadian Pacific Railway Agent.

(Subject to Change.)

| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West | |
|----------------------------|---|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
|*Shand, Sask. | 43 | 86 |
| Via Glenboro | | |
| Via Deloraine | | |
| Via Brandon | | |
|Sheho, Sask. | 43½ | 87 |
|Shellbrook, Sask. | 48 | 1.05 |
|*Shelley, Man. | 34½ | 69 |
|Shellmouth, Man. | 42 | 85 |
|Shepard, Alta. | 56½ | 1.13 |
|*Shevlin, Man. | 42 | 92 |
|*Shilo, Man. | 39 | 78 |
|Shoal Lake, Man. | 40 | 80 |
|Shonts, Alta. | 55 | 1.10 |
|*Shortdale, Man. | 42 | 91 |
|Sidewood, Sask. | 50 | 1.00 |
|Sidney, Man. | 38 | 76 |
|Sifton, Man. | 42 | 86 |
|*Silton, Sask. | 45 | 95 |
| Via Regina | | |
| ..*Silver Plains, Man. .. | 36 | 72 |
|*Silverton, Man. | 41 | 82 |
|Simpson, Sask. | 46 | 96 |
| Via Regina | | |
|Sinclair, Man. | 40½ | 81 |
| Via Glenboro | | |
|*Sinnot, Man. | 35 | 70 |
|Sintaluta, Sask. | 43 | 86 |
|Snowflake, Man. | 39½ | 79 |
|Solsgirth, Man. | 40 | 80 |
|Somerset, Man. | 39 | 78 |

*Flag Stations. All charges must be prepaid.

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For passenger fares apply to any Canadian Pacific Railway Agent.

(Subject to Change.)

| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|----------------------------|--|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
|Souris, Man. | 39½ | 79 |
| Via Glenboro | | |
| Via Brandon | | |
| ...*Souris Valley, Sask... | 44 | 78 |
| ..South Saskatoon, Sask. | 55 | 98 |
|*Southesk, Alta..... | 54 | 1.08 |
|Souhey, Sask..... | 44 | 90 |
| ...*South June, Man... | 36½ | 92 |
| ..South Moosejaw, Sask. | 45½ | 71 |
| Via C. N. R. | | |
|Sovereign, Sask..... | 47 | 1.00 |
|Sperling, Man..... | 37 | 47 |
|Sprague, Man..... | 36 | 72 |
| ..Spring Coulée, Alta... | 60½ | 1.37 |
| ...*Springhill, Man... | 40 | 80 |
|Springside, Sask.... | 43 | 86 |
| ...*Springstein, Man.... | 36 | 72 |
| ...*Spruce Grove, Alta... | 57 | 1.14 |
| Via C. N. R. | | |
|Spy Hill, Sask..... | 42 | 84 |
|Stalwart, Sask..... | 45 | 95 |
| Via Regina | | |
|*Standard, Alta..... | 57½ | 1.15 |
|Starbuck. Man..... | 36½ | 73 |
|Star City, Sask..... | 44 | 90 |
| Via Calgary { Stavelly, | | |
| Via Macleod { Alta... } | 56½ | 1.13 |
|Stenen, Sask..... | 44 | 89 |
|*Stephenfield, Man... | 39 | 78 |
|Stettler, Alta..... | 58 | 1.16 |

*Flag Stations. All charges must be prepaid.

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(Subject to Change.)

| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|----------------------------|--|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
|Stirling, Alta..... | 55 | 1.10 |
|*Stobart, Alta..... | 55½ | 1.11 |
|Stockholm, Sask..... | 42½ | 85 |
|Stockton, Man..... | 38½ | 77 |
| Via Glenboro | | |
|Stonewall, Man..... | 36 | 72 |
| ..Stony Plains, Alta.,.. | 58 | 1.14 |
| ..Stony Mountain, Man... | 36 | 72 |
| ...Stornoway, Sask.... | 43 | 90 |
|Stoughton, Sask..... | 42½ | 85 |
| Via Glenboro | | |
| Via Brandon | | |
|Stranrear, Sask..... | 53½ | 1.07 |
|Strassburg, Sask..... | 46 | 92 |
|Strathclair, Man.... | 40 | 80 |
|Strathcona, Alta..... | 57 | 1.14 |
| (South Edmonton) | | |
|Strathmore, Alta.... | 55½ | 1.11 |
|*Strehlow, Sask..... | 45 | 95 |
|*Strevel, Man..... | 42 | 91 |
| Via Saskatoon } Strome, } | | |
| Via Calgary } Alta... } | 54½ | 1.09 |
|Strongfield, Sask.... | 48 | 96 |
| ..*Stuartburn, Man.... | 36 | 72 |
|St. Agathe, Man.... | 36 | 72 |
|St. Albert, Alta.... | 57 | 1.14 |
| ..St. Aldwyn Sask.... | 48½ | 97 |
| ..*St. Alphege, Sask... | 50 | 1.00 |
| ..St. Anne, Man.... | 36 | 72 |

*Flag Stations. All charges must be prepaid.

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For passenger fares apply to any Canadian Pacific Railway Agent.

(Subject to Change.)

| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West | |
|-----------------------------|---|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
| St. Boniface, Man. . . | 36 | 72 |
| *St. Charles, Man. . . . | 36 | 72 |
| St. Claude, Man. . . . | 37½ | 75 |
| *St. Gregor, Sask. . . . | 43 | 95 |
| St. Jean, Man. | 36 | 72 |
| St. Laurent, Man. . . . | 37 | 74 |
| St. Louis, Man. | 37 | 74 |
| St. Martin, Man. | 40 | 80 |
| St. Norbert, Man. . . . | 36 | 72 |
| St. Rose du Lac, Man. . | 41 | 86 |
| Sturgis, Sask. | 44 | 90 |
| Suffield, Alta. | 53 | 1.06 |
| Summerberry, Sask. . . | 43 | 86 |
| *Sundown, Man. | 36 | 72 |
| Sutherland, Sask. . . . | 45 | 95 |
| Swan Lake, Man. | 39 | 78 |
| Swan River, Man. . . . | 42 | 86 |
| *Swanson, Sask. | 47 | 1.00 |
| Swastika, Alta. | 57 | 1.14 |
| Swift Current, Sask. . . | 48½ | 97 |
| Swinbourne, Sask. . . . | 50½ | 1.01 |
| Taber, Alta. | 54 | 1.08 |
| Via Lethbridge | | |
|Tako, Sask. | 50½ | 1.01 |
| Tantallon, Sask. | 42 | 84 |
|Tatagwa, Sask. | 44 | 88 |
| Via Glenboro and Stoughton | | |
| Via Brandon and Stoughton | | |
|Tatagwa, Sask. | 44 | 88 |
| Via Moose Jaw | | |

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| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|--------------------------|--|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
| ...*Tawatinaw, Alta... | 59 | 1.18 |
|Tait, Sask..... | 50½ | 1.01 |
|*Tees, Alta. | 57½ | 1.15 |
|*Telford, Man..... | 33½ | 67 |
|*Tenby, Man..... | 41 | 79 |
|Terrence, Man.... | 40 | 80 |
|Tessier, Sask..... | 47 | 1.00 |
|Teulon, Man..... | 36½ | 73 |
|Thackeray, Sask... | 50½ | 1.01 |
|Theodore, Sask..... | 43½ | 87 |
|Thornhill, Man..... | 38 | 76 |
|Thornton, Sask.... | 60½ | 1.28 |
|Tilley, Alta..... | 53½ | 1.07 |
|*Tilney, Sask..... | 44 | 91 |
|Tilston, Man. | 41 | 82 |
| Via Glenboro | | |
|*Tiny, Sask. | 43 | 95 |
|Tisdale, Sask. | 44 | 90 |
|Tofield, Alta..... | 55 | 1.10 |
|Togo, Sask. | 42 | 92 |
|*Tolstoy, Man..... | 36 | 72 |
|*Tompkins, Sask..... | 49½ | 99 |
| ...Touchwood, Sask... | 45 | 90 |
|Traynor, Sask. | 49½ | 99 |
|Treat, Man..... | 40½ | 81 |
|*Treesbank, Man.... | 38½ | 77 |
| Via Glenboro | | |
|Tregarva, Sask..... | 45 | 95 |
|Treherne, Man..... | 37½ | 75 |

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| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|----------------------------|--|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
|Trossachs, Sask..... | 44 | 88 |
| Via Glenboro and Stoughton | | |
| Via Brandon and Stoughton | | |
|Trossachs, Sask..... | 44 | 88 |
|*Truax, Sask..... | 44 | 89 |
|Tudor, Alta..... | 57½ | 1.15 |
|Tugaske, Sask..... | 47 | 94 |
| ...Tuffnell, Sask..... | 44 | 88 |
| *Turnburry, Keewatin. | 45 | 95 |
| Via Calgary { *Turner, } | | |
| Via Macleod { Atla... } | 56½ | 1.13 |
| .. Tuxford, Sask..... | 46 | 92 |
|Tyndall Man..... | 35 | 70 |
| .. Tyvan, Sask | 43½ | 87 |
| Via Glenboro | | |
|*Ukraina Man..... | 42 | 86 |
|Uncas, Alta..... | 56 | 1.12 |
| .. Underhili Man..... | 40 | 80 |
|Undora, Sask..... | 47 | 94 |
| *Union Point. Man... | 36 | 72 |
|Unity, Sask..... | 50½ | 1.01 |
|Uno, Man..... | 40½ | 81 |
| .. Valeport, Sask | 45 | 95 |
| Via Regina | | |
| ..*Valley River, Man .. | 42 | 86 |
|*Valparaiso Sask ... | 44 | 90 |
|*Vandura, Sask... .. | 42 | 84 |
|*Vance. Sask..... | 49 | 98 |
|Vanscoy. Sask... .. | 46 | 98 |

*Flag Stations. All charges must be prepaid.

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(Subject to Change.)

| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|----------------------------|--|--------------------------|
| | Carloads, minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs | |
| *Varcoe, Man. | 39 | 78 |
| Via MacGregor | | |
| Via Chater | | |
| .. Vassar, Man. | 36 | 72 |
| .. Vegreville, Alta. | 54 | 1.12 |
| .. *Veldt, Alta. | 59 | 1.18 |
| Venn, Sask. | 47 | 94 |
| Vera, Sask. | 51 | 1.02 |
| .. Verigin, Sask. | 43 | 95 |
| .. Vermilion, Alta. | 52 | 1.11 |
| .. Vibank, Sask. | 44 | 88 |
| Victor, Man. | 41½ | 83 |
| *Victoria Park, Ma. | 36 | 72 |
| .. *Viewpoint, Alta. | 56 | 1.12 |
| Viking, Alta. | 54 | 1.08 |
| .. *Villette, Man. | 39 | 78 |
| .. Virden, Man. | 40 | 80 |
| .. Viscount, Sask. | 46½ | 93 |
| .. *Vista, Man. | 40 | 80 |
| .. *Vita, Man. | 36 | 72 |
| .. Vonda, Sask. | 44 | 95 |
| .. Vulcan, Alta. | 65 | 1.12 |
| .. Wabamun, Alta. | 69 | 1.17 |
| .. *Wachee, Sask. | 45 | 92 |
| .. Wadena, Sask. | 43 | 95 |
| .. Wainwright, Alta. | 53 | 1.06 |
| *Wakopa, Man. | 40 | 79½ |
| Via Carman | | |
| Waldeck, Sask. | 48 | 96 |
| Waldheim, Sask. | 45 | 1.00 |

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| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|--------------------------|--|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs | |
| Waldron, Sask..... | 43 | 86 |
| *Walldon, Man..... | 37 | 74 |
| *Walpole, Sask..... | 41½ | 83 |
| Via Glenboro | | |
| Via Brandon | | |
| Walsh, Alta. | 51½ | 1.03 |
| *Wampum, Man..... | 36 | 72 |
| Wapella, Sask..... | 41½ | 83 |
| *Warden, Alta. | 58 | 1.16 |
| Warman, Sask..... | 44 | 95 |
| Warner, Alta. | 55 | 1.10 |
| Warren, Man..... | 37 | 74 |
| *Waseca, Sask. | 50 | 1.10 |
| Waskada, Man..... | 41 | 82 |
| Watrous, Sask. | 47 | 94 |
| Watson, Sask..... | 43 | 95 |
| Wauchope, Sask.... | 41½ | 83 |
| Via Glenboro | | |
| Via Brandon | | |
| Wawanesa, Man.... | 39 | 78 |
| Wawota, Sask. | 41½ | 83 |
| Via Glenboro | | |
| Via Brandon | | |
| Webb, Sask. | 49 | 98 |
| *Webster, Sask..... | 44 | 88 |
| Welby, Sask. | 41½ | 83 |
| *Weldon, Sask..... | 45 | 95 |
| Welling, Alta. | 58½ | 1.25 |
| Wellwood, Man..... | 38½ | 77 |
| Welwyn, Sask. | 41 | 82 |

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SETTLERS' GUIDE—1913

(Subject to Change.)

| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West. | |
|--|--|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs. | |
| ... Westbourne, Man.... | 37½ | 75 |
|*Westgate, Man..... | 43 | 86 |
| Via Lethbridge { *WestMc- | 55½ | 1.11 |
| Via Calgary { leod, Alta. | | |
| Via Saskatoon { Wetaskiwin } | | |
| Via Calgary { Alta.... } | 56 | 1.12 |
|Weyburn, Sask..... | 43½ | 87 |
| Via Glenboro or Brandon and Stoughton | 43½ | 87 |
|Weyburn, Sask..... | | |
| Via Glenboro or Brandon and Estevan | 43½ | 87 |
|Weyburn, Sask..... | | |
| Via Moose Jaw | 39½ | 79 |
| Wheatland, Man.... | | |
| ... Whitemouth. Man.... | 34½ | 69 |
| ... White Plains, Man... | 36 | 72 |
| ... Whitewater, Man.... | 40½ | 81 |
| Whitewood, Sask.... | 42 | 84 |
| Whitla, Alta..... | 52½ | 1.05 |
| ..*Whittier, Junc., Man.. | 36 | 72 |
| ...*Whytewold, Man... | 37 | 74 |
| Wilcox, Sask..... | 45 | 90 |
| Via Glenboro & Stoughton | 45 | 90 |
| Wilcox, Sask..... | | |
| Via Moose Jaw | 50 | 1.00 |
| Wilkie, Sask..... | | |
| Willmar, Sask..... | 43 | 86 |
| *Willow Range, Man... | 37 | 74 |
| Wilson, Alta..... | 55 | 1.10 |

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| — TO — | From C. P. Ry. Stations in Ontario Sharbot Lake and West | |
|--|---|---------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads. |
| | Cents per 100 lbs. | |
| ... Wimmer, Sask..... | 43 | 95 |
| ... Windthorst, Sask.... | 42½ | 85 |
| Via Glenboro and Brandon | | |
| ... Windygates, Man... | 39½ | 79 |
| ... Winkler, Man..... | 37½ | 75 |
| ... Winnifred, Sask..... | 53 | 1.06 |
| ... Winnipeg, Man..... | 36 | 72 |
| ... Winnipeg Beach, Man | 37 | 74 |
| ... Winnipegosis, Man.... | 42 | 84 |
| ... *Winter, Sask..... | 51 | 1.02 |
| ... *Wolfe, Sask..... | 50 | 1.00 |
| ... Wolseley, Sask..... | 43 | 86 |
| ... *Wood Bay, Man.... | 38½ | 77 |
| Via Calgary { *Woodhouse } | | |
| Via Macleod { Alta... } | 56 | 1.12 |
| ... *Woodlands, Man.... | 37 | 74 |
| ... Woodnorth, Man.... | 41 | 82 |
| ... Woodridge, Man.... | 36 | 72 |
| ... Woodroyd, Man.... | 37 | 74 |
| ... *Woodside, Man. ... | 38 | 76 |
| ... Woodworth. | 42½ | 85 |
| ... Wroxton, Sask..... | 43 | 90 |
| ... Wynyard. Sask. ... | 45 | 90 |
| ... Xena, Sask..... | 47 | 94 |
| ... Yarbo, Sask..... | 42 | 84 |
| ... Yates, Alta..... | 61½ | 1.30 |
| ... Yellow Grass,... | 44 | 88 |
| Via Glenboro or Brandon and Stoughton | | |

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|---|--|--------------------------|
| | Carloads minimum 24000 lbs | Less than Carloads |
| | Cents per 100 lbs | |
| ...Yellow Grass, Sask... | 44 | 88 |
| Via Moose Jaw | | |
| ...Ycomans, Sask.... | 44 | 87½ |
| Via Glenboro and Brondon and Stoughton | | |
|Yonker, Ont..... | 51½ | 1.03 |
|Yorkton, Sask..... | 43 | 86 |
|*Youill, Man..... | 38 | 76 |
|Young, Sask..... | 47 | 94 |
| Via Regina | | |
| ...*Zangwill, Sask.... | 44 | 94 |
|Zealandia, Sask..... | 47 | 1.00 |
|Zelma, Sask..... | 47 | 94 |
|Zenita, Sask..... | 42½ | 85 |
|Zumbro, Sask..... | 51½ | 1.03 |

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Railway Agent.

TO OBTAIN COPIES OF THIS BOOK, TIME TABLES AND PAMPHLETS

Named herein, and all information, apply to

| | | | |
|-------------------|-----------------------|-------------------------|-------------------|
| Aurora..... | S. H. Lundy | Madoc..... | R. R. Casement |
| Aylmer..... | E. C. Monteith | Markham..... | R. A. Mason |
| Barrie..... | R. J. Fletcher | Marmora..... | C. A. Bleecher |
| Beaverton..... | J. McArthur | Meaford..... | A. H. Stephens |
| Beeton..... | Thos. Hammell | Midland..... | C. D. Trueman |
| Belleville..... | S. Burrows | Mildmay..... | John A. Johnston |
| Berlin..... | A. J. Ross | Millbrook..... | H. A. Turner |
| Blenheim..... | W. E. Hall | Milton... .. | M. E. Parks |
| Blyth..... | Jas McMurchie | Mitchell... .. | W. R. Davis |
| Bothwell..... | W. H. Beamish | Moorefield.... | A. Malcolmson |
| Bowmanville..... | C. B. Kent | Mt. Forest..... | J. Wagner |
| Bracebridge..... | R. P. Perry | Napanee..... | T. B. Wallace |
| Brompton..... | T. Thauburn | New Hamburg..... | L. Peine |
| Branford..... | W. Lahey | Newmarket..... | L. Atkinson |
| Brighton..... | W. W. Porte | Niagara Falls, Ont..... | A. L. Fenwick |
| Bussels..... | H. L. Jackson | Norwick..... | R. A. Vair |
| Burks Falls..... | R. M. Menzies | Oakville..... | L. L. Springstead |
| Candon East..... | R. W. Burrell | Orangeville..... | C. V. Jeffers |
| Caledonia..... | G. H. Hornibrook & Co | Orillia..... | Janes & Horne |
| Campbellford.... | F. W. Wood | Oshawa..... | E. H. Lick |
| Cayuga..... | W. J. Quinsey | Owen Sound.... | V. M. Wood |
| Chatham..... | E. Fremlin | Paisley..... | W. H. McFarlane |
| Chesley..... | M. A. Halliday | Palmerston.... | W. M. Parish |
| Clinton..... | W. Jackson | Port Elgin.... | R. C. Crawford |
| Cobourg..... | J. A. Gould | Port Hope..... | T. Long & Son |
| Coldwater..... | C. G. Millard | Port Perry..... | A. J. Davis |
| Collingwood..... | F. W. Churchill & Co. | Preston..... | C. Nispel |
| Comber..... | Chas. Clark | Ridgetown..... | P. Bawden |
| Dresden..... | W. H. Switzer | Ripley..... | John Munn |
| Dunnville..... | R. A. Harrison | Rodney..... | S. B. Morris |
| Durham..... | R. McFarlane | Sarnia..... | D. McCrae |
| Elder's Mills.... | Geo. T. Elder | Seaforth..... | Stewart Bros |
| Elmira..... | A. Wermer | Shelburne.... | Allin & Cameron |
| Elora..... | J. Brown | Simcoe..... | E. H. Jackson |
| Enterprise..... | R. Cox | Southampton... | B. McAulay |
| Essex..... | A. O. Stimers | St. Catharines..... | Jas Adie |
| Exeter..... | W. J. Caring | St. Marys..... | A. Carman |
| Fergus..... | J. V. Watkins | Stouffville.... | H. W. Sanders |
| Forest..... | H. J. Pettypiece | Statford..... | John Brown |
| Galt..... | A. McKean | Stathroy..... | J. D. Meekison |
| Georgetown..... | J. H. Jackson | Sutton..... | F. G. Tremayne |
| Glencoe..... | R. Glanahan | St. Thomas..... | J. A. Ross |
| Goderich..... | Jos. Kidd | Tamworth.... | A. B. Carscallan |
| Guelph..... | J. Hefferman | Tara..... | C. R. Van Duzen |
| Grimsby..... | E. H. Culp | Tavistock..... | J. G. Field |
| Gravenhurst..... | D'alton Campbell | Teeswater..... | H. M. Holman |
| Hagersville..... | R. J. Seatter | Tilbury..... | D. Smith |
| Hamilton..... | W. McIlroy | Tillsonburg.... | A. E. Raynes |
| Harriston..... | W. F. Brisbin | Thamesville..... | Duncan & Duncan |
| Hastings..... | T. Howard | Thedford..... | McKenzie & Co. |
| Hensall..... | A. Murdock | TORONTO..... | W. MAUGHAN |

Continued.

| | | | |
|-----------------|---------------------|-----------------|------------------|
| Hespeler..... | A. H. Wittmark | Tottenham..... | A. P. Potter |
| Huntsville..... | J. N. Braund | Trenton..... | W. Booth |
| Ingersoll..... | Jos Enright | Uxbridge..... | F. W. Crosby |
| Kincardine..... | J. C. Cooke | Walkerton..... | T. E. Atwood |
| Kingston..... | Frank Conway | Wallaceburg.... | B. M. Burgess |
| Kingsville..... | C. Leggett | Watford..... | J. H. Hume |
| Lakefield..... | J. H. Sherin | Welland..... | B. Lundy |
| Leamington..... | C. A. Edsall | Whitby..... | E. R. Blow |
| Lindsay..... | T. C. Matchett | Wiarton..... | Mrs. M. S. Cross |
| Lastowel..... | J. Livingstone, Jr. | Windsor..... | E. C. Rice |
| London..... | W. Fulton | Wingham..... | J. M. Beemer |
| Lucan..... | J. Fox & Son | Woodstock.... | A. J. Downing |
| Lucknow..... | J. G. Armstrong | Yarker..... | O'Loughlin |

or to any Agent of the Canadian Pacific Railway.

WM. STITT, General Passenger Agent, MONTREAL.

M. G. MURPHY, District Passenger Agent, TORONTO.

W. T. DOCKRILL, Travelling Passenger Agent,
TORONTO.

J.J. BRIGNALL, Travelling Passenger Agent, TORONTO. —

W. CORBETT, Terminal Passenger Agent, TORONTO.

Temporary city Ticket office, 16 King St., East Toronto,
Ont.



1913 SETTLERS' GUIDE

INFORMATION CONCERNING

**MANITOBA
SASKATCHEWAN
AND ALBERTA**

**FOR PASSENGER FARES
APPLY TO ANY
CANADIAN PACIFIC
RAILWAY AGENT**

M. G. MURPHY.
District Passenger Agent.
Toronto.

WM. STITT,
General Passenger Agent.
Montreal.